

Withdrawal/Redaction Sheet

Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. email	Mark J. Schwartz to Diane C. Regas at 15:32:08.00. Subject: Soccer (1 page)	03/18/1997	Personal Misfile

COLLECTION:

Clinton Presidential Records
Automated Records Management System [Email]
OPD ([NEXTEA or ISTEAL])
OA/Box Number: 250000

FOLDER TITLE:

[03/10/1997 - 04/11/1997]

2015-0463-F
ab1505

RESTRICTION CODES

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

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

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

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

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: BRENNAN_T@A1@CD@LNGTWY (BRENNAN_T@A1@CD@LNGTWY [EOP]) (WHO)

CREATION DATE/TIME:10-MAR-1997 13:18:01.00

SUBJECT: DOT testimony on ISTEA

TO: James A. Brown@eop (James A. Brown@eop [OMB])

READ:UNKNOWN

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

READ:UNKNOWN

CC: Dorothy Robyn@eop (Dorothy Robyn@eop [OPD])

READ:UNKNOWN

TEXT:

James,

The draft testimony from ADS Huerta of DOT landed on my desk because Mark Mazur is away. Without speaking for him (or the CEA), I have no objections to the testimony. Flexibility in how one spends money to achieve transportation goals is a bit like motherhood. However, were I on the Senate committee, I would point out that there must be a federal interest in local transportation infrastructure--if not, why have this funding at all?--and, therefore, I'd want to know what steps DOT makes to ensure that the states that exercise this flexibility nevertheless serve the national interest.

Tim Brennan, CEA

RECORD TYPE: PRESIDENTIAL (ALL-IN-1 MAIL)

CREATOR: Timothy J. Brennan (BRENNAN_T) (WHO)

CREATION DATE/TIME:10-MAR-1997 13:08:04.06

SUBJECT: DOT testimony on ISTEA

TO: James A. Brown (BROWN_JA) Autoforward to: Remote Addressee (James A.
Brown@eop@lngtwy@eopmr) (OMB)
READ:NOT READ

CC: Mark J. Mazur (MAZUR_M) (WHO)
READ:12-MAR-1997 09:23:28.21

CC: Dorothy Robyn (ROBYN_D) Autoforward to: Remote Addressee (Dorothy
Robyn@eop@lngtwy@eopmr) (OPD)
READ:NOT READ

TEXT:

James,

The draft testimony from ADS Huerta of DOT landed on my desk because Mark Mazur is away. Without speaking for him (or the CEA), I have no objections to the testimony. Flexibility in how one spends money to achieve transportation goals is a bit like motherhood. However, were I on the Senate committee, I would point out that there must be a federal interest in local transportation infrastructure--if not, why have this funding at all?--and, therefore, I'd want to know what steps DOT makes to ensure that the states that exercise this flexibility nevertheless serve the national interest.

Tim Brennan, CEA

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: John A. Koskinen (CN=John A. Koskinen/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:10-MAR-1997 19:34:05.00

SUBJECT: Re: PTO Legislation

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

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

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

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

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

CC: Raymond P. Kogut (CN=Raymond P. Kogut/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: Robert L. Nabors (CN=Robert L. Nabors/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: elaine c. kamarck (elaine c. kamarck @ ovp @ eop [UNKNOWN])
READ:UNKNOWN

CC: Jeffrey A. Weinberg (CN=Jeffrey A. Weinberg/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

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

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

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

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

TEXT:

Jack Lew and I just talked and agreed that, unless Michael has a contrary view (he's been tied up with ISTEAs meetings), we could go with a suggestion Elaine Kamarck made. This is that we would support the concept of the \$119 million in surcharge payments going to reduce deficit reduction (we need to make sure we don't do anything that takes away from our overall user fee position) but would agree to allow PTO to have full use of the \$119 million in its first year as a PBO with the amount going to the Treasury for deficit reduction ramping up to \$119 million in the year 2002. This would allow PTO to modernize quickly and then would provide them with an incentive to become more productive as the payment to the Treasury increased.

I leave it to the drafters to figure out how to get that into the letter.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 08:28:39.00

SUBJECT: ISTEА and Navajo Reservation

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

TEXT:

I should have cc'd you.

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/11/97
08:29 AM -----

Dorothy Robyn
03/11/97 08:26:57 AM
Record Type: Record

To: Gene B. Sperling/OPD/EOP
cc: Michael Deich/OMB/EOP, David J. Worzala/OMB/EOP
Subject: ISTEА and Navajo Reservation

POTUS flagged an entry in what looks like Interior's weekly report stating that the Indian Roads Reservation Program (IRRP) has been funded at only \$125M -- a 35% cut. David Worzala, the ISTEА examiner, says that the actual figure is \$200M. A much earlier draft of ISTEА had a typo (\$125M instead of \$195M); DOT/OMB added another \$5M at some point. (By the way, this correction is clearly explained in DOT's response to agency comments, which OMB circulated to Interior and others on March 3.)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 17:14:04.00

SUBJECT: ISTEА "Rollout"

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

CC: Charles E. Kieffer (CN=Charles E. Kieffer/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

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

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

TEXT:
Dorothy --

Since we haven't been able to find you by phone, I wanted to alert you by e-mail that it appears virtually certain that the ISTEА bill will not be finished in time for a Presidential event tomorrow.

I understand that a decision memo to the President on the credit issue is under development. I would expect that it would take 24-48 hours at best

to reduce a decision (once received) to cleared legislative language.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 09:05:15.00

SUBJECT: ISTEА and Navajo Reservation

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

READ:UNKNOWN

TEXT:

FYI

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/11/97
09:05 AM -----

Dorothy Robyn
03/11/97 08:26:57 AM
Record Type: Record

To: Gene B. Sperling/OPD/EOP
cc: Michael Deich/OMB/EOP, David J. Worzala/OMB/EOP
Subject: ISTEА and Navajo Reservation

POTUS flagged an entry in what looks like Interior's weekly report stating that the Indian Roads Reservation Program (IRRP) has been funded at only \$125M -- a 35% cut. David Worzala, the ISTEА examiner, says that the actual figure is \$200M. A much earlier draft of ISTEА had a typo (\$125M instead of \$195M); DOT/OMB added another \$5M at some point. (By the way, this correction is clearly explained in DOT's response to agency comments, which OMB circulated to Interior and others on March 3.)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 08:42:15.00

SUBJECT: ISTEА Meetings

TO: GREEN_MG (GREEN_MG @ A1 @ CD @ LNGTHWY [EOP]) (OPD)

READ:UNKNOWN

TEXT:

----- Forwarded by Gay L. Joshlyn/OPD/EOP on 03/11/97
08:42 AM -----

Deb Smith @ OVP

03/10/97 06:52:48 PM

Record Type: Record

To: Gay L. Joshlyn/OPD/EOP, Gene B. Sperling/OPD/EOP

cc:

Subject: ISTEА Meetings

Gay, Jeff Morales, our DOT representative at NPR, will cover future meetings for Elaine. He has Elaine's full confidence. He also helped write ISTEА while working on the Hill and is familiar with the issues and politics. His number is 632-0187.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 19:23:52.00

SUBJECT: ISTEА

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

READ:UNKNOWN

TEXT:

Anna, I would put this in his briefing book for tomorrow.

----- Forwarded by Russell W. Horwitz/OPD/EOP on 03/11/97
07:24 PM -----

Dorothy Robyn

03/11/97 07:00:24 PM

Record Type: Record

To: Russell W. Horwitz/OPD/EOP, Beth A. Viola/CEQ/EOP

cc:

Subject: ISTEА

Draft event memo attached; Russ, could you show to Gene.

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D39]MAIL40595896C.016 to ASCII,
The following is a HEX DUMP:

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

March 11, 1997

ANNOUNCEMENT OF ADMINISTRATION'S ISTEA REAUTHORIZATION BILL

DATE: March 12, 1997
LOCATION: OEOP Room 450
TIME: 9:30-9:45 a.m.
FROM: Dorothy Robyn, NEC

I. PURPOSE

You will announce the Administration's National Economic Crossroads Transportation Efficiency Act (NEXTEA), a six-year, \$175 billion investment program to continue building and operating a safe, efficient and environmentally sound surface transportation system into the next century.

II. BACKGROUND

NEXTEA authorizes the Department of Transportation's highway, transit, highway safety, and rail programs (the rail title will be transmitted separately). It builds upon the current ISTEA framework, emphasizing flexibility, planning, intermodalism, safety, investment and environmental protection.

Funding. NEXTEA authorizes \$174 billion over 6 years -- an increase of \$17 billion or 11 percent (not counting inflation) over the \$157 billion authorized by ISTEA. Approximately \$5 billion of this increase is for programs included in NEXTEA that were not in ISTEA. Excluding these programs, NEXTEA authorizes \$169 billion -- an increase of \$12 billion or 8 percent over ISTEA. Actual spending under NEXTEA would be \$149 billion over 6 years -- approximately equal to the 1997 enacted level.

Authorization levels in NEXTEA are higher than planned spending levels in case the Administration's economic growth and deficit projections prove too conservative, as they have in the recent past. If the budget situation were to improve, we would look toward increasing the obligation levels. Even at the higher authorized levels, the Highway Trust Fund balance would increase from \$26 billion in 1997 to \$48 billion in 2003.

NEXTEA proposed funding is sufficient to maintain federal-aid highways in their current condition and provide for some capacity expansion. NEXTEA also addresses capacity through technology (e.g., the Intelligent Transportation System, ITS) and through pricing policies (congestion pricing and elimination of the prohibition on Interstate tolling). Transit funding will maintain current conditions, address expected traffic increases on existing systems, and provide some funds to address other capacity expansion.

Eligibility. Eligibility for highway funds would be expanded to include intercity passenger rail (Amtrak), ITS, and publicly owned bus terminals, freight rail and intermodal freight transfer facilities. Eligibility for transit funds would be expanded to include intercity passenger rail and ITS. Privately owned freight railroads and ports would not be made eligible for NEXTEA funding.

Formulas. The funding allocation formulas seek to balance the claims of the donor versus donee states and programmatic justification versus congressional concerns. By walking this fine line, DOT hopes to be a larger player in determining the shape of the final bill.

III.PARTICIPANTS

Pre-brief participants:

Secretary Slater
Gene Sperling
Katie McGinty
Bruce Reed
Michael Deich, OMB
Dorothy Robyn, NEC

Event participants:

President
Vice President
Secretary Slater
[Donna Shalala]
[Cynthia Metzler]
[Gene Sperling]
[Bruce Reed]
[Katie McGinty]
[Members in audience]

IV. PRESS PLAN

Open press.

V. SEQUENCE OF EVENTS

- You**, Vice President and Secretary Slater are announced off-stage.
- Vice President welcomes audience, gives brief remarks and introduces Secretary Slater
- Secretary Slater gives very brief remarks and introduces you.

·You make remarks.

VI. REMARKS

To be provided by speechwriter.

VII. ATTACHMENTS

National Journal articles.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 08:24:42.00

SUBJECT: ISTE A and Navajo Reservation

TO: Gene B. Sperling (CN=Gene B. Sperling/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

POTUS flagged an entry in what looks like Interior's weekly report stating that the Indian Roads Reservation Program (IRRP) has been funded at only \$125M -- a 35% cut. David Worzala, the ISTE A examiner, says that the actual figure is \$200M. A much earlier draft of ISTE A had a typo (\$125M instead of \$195M); DOT/OMB added another \$5M at some point. (By the way, this correction is clearly explained in DOT's response to agency comments, which OMB circulated to Interior and others on March 3.)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Ellen S. Seidman (CN=Ellen S. Seidman/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:11-MAR-1997 18:08:49.00

SUBJECT: Re: ISTEa "Rollout" -- letter to the Mayor

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

TEXT:

I've been asked to clear off on a letter to Mayor Barry saying we're not going to put the New York Avenue project in ISTEa because we don't do demos. Carol Thompson-Cole says h'ell be annoyed but understanding if that's really the deal. Can you all PLEASE reassure me that (i) there are no demos in the bill and (ii) we're planning to hold tight on that subject this year. ellen

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 09:52:38.00

SUBJECT:

TO: Laura A. Graham (CN=Laura A. Graham/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

TEXT:

Hey laura. Can you tell me if there is an ISTE A Announcement Event on the POTUS schedule for tomorrow? Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Jake Siewert (CN=Jake Siewert/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:11-MAR-1997 20:22:24.00

SUBJECT: Insertions for NEXTEA Speech

TO: Eli G. Attie (CN=Eli G. Attie/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

CC: Laura K. Capps (CN=Laura K. Capps/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

TEXT:

Suggested insertions for the section on the environment.===== ATTACHMENT 1
=====

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D13]MAIL48960007J.016 to ASCII,
The following is a HEX DUMP:

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

Additions on NEXTEA -- Environment

We have made great strides in improving the quality of the air we breathe. In 1990, 140 million Americans lived in areas that violated our health standards for ozone. Today, we have cut that number in half. That's dramatic progress, but there's much more to do. That's why NEXTEA will ramp up funding for the initiative that helps communities mitigate congestion and improve air quality by 30%. That investment will help communities meet tough national standards for healthy air by letting them invest in cleaner and more efficient methods of transportation.

NEXTEA does much more than simply fund superhighways, bridges, and trains. This transportation bill also builds on our successful investments in alternatives to our highways -- recreational trails for riding a horse or taking a hike, bike paths to go to work or just out for a picnic, and pedestrian walkways. And NEXTEA will continue investments in scenic and historic byways and landscaping and planting along America's roads.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 16:24:34.00

SUBJECT: ISTEa event memo

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

READ:UNKNOWN

TEXT:

Dorothy:

can you forward your event memo to Goldberg (it doesn't matter if it's a draft) by 6:00 this evening?

Call if a problem?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Jake Siewert (CN=Jake Siewert/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:11-MAR-1997 18:16:44.00

SUBJECT: Re: ISTEAC/CMAC

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

READ:UNKNOWN

TEXT:

will do though i hope we can avoid the jargon.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 20:58:23.00

SUBJECT: Re: ISTE A "Rollout" -- letter to the Mayor

TO: Ellen S. Seidman (CN=Ellen S. Seidman/OU=OPD/O=EOP @ EOP [OPD])

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

READ:UNKNOWN

TEXT:

really, truly no demos.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 18:07:17.00

SUBJECT: ISTEAC/CMAC

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

READ:UNKNOWN

TEXT:

I spoke with Sally and Linda Lance after a PM/Ozone meeting with NGA and Conference of Mayors. Sally and Linda feel strongly that we need to have something in the President's remarks saying something positive about CMAC. Do you agree? Can you please reach out to Linda and work this out. Many thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 18:10:16.00

SUBJECT: Re: ISTEAC/MAC

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

TEXT:

Definitely. We tried to get Carol Browner to be part of the event, but she'll be testifying (we hope to get her to participate in the McCurry briefing later on). I'll talk to Jake, who's drafting remarks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 18:10:57.00

SUBJECT: ISTEAC/MAC

TO: Jake Siewert (CN=Jake Siewert/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

fyi

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/11/97
06:11 PM -----

Kathleen M. Wallman

03/11/97 06:09:36 PM

Record Type: Record

To: Dorothy Robyn/OPD/EOP

cc:

Subject: ISTEAC/MAC

I spoke with Sally and Linda Lance after a PM/Ozone meeting with NGA and Conference of Mayors. Sally and Linda feel strongly that we need to have something in the President's remarks saying something positive about CMAC. Do you agree? Can you please reach out to Linda and work this out. Many thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 19:00:22.00

SUBJECT: Re: ISTEA "Rollout"

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

READ:UNKNOWN

TEXT:

The people who made the decision to go ahead with the event are aware of the status of bill; but thank you for reminding us that it's not over!

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 19:10:28.00

SUBJECT: CMAQ in NEXTEA and CAA Highway Funding Sanctions

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

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

CC: Christopher D. Wolz (CN=Christopher D. Wolz/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TEXT:

Please forgive me. I thought I had sent this out to you last week. I just found it in my "draft" box.

DRM

----- Forwarded by Diane R. Montgomery/OMB/EOP on
03/11/97 07:10 PM -----

Diane R. Montgomery
03/07/97 10:38:04 AM
Record Type: Non-Record

To: Dorothy Robyn/OPD/EOP
cc: Christopher D. Wolz/OMB/EOP, Troy S. Hillier/OMB/EOP
bcc:
Subject: CMAQ in NEXTEA and CAA Highway Funding Sanctions

The NEXTEA proposal for the Congestion Mitigation and Air Quality Improvement (CMAQ) program does not propose to make any changes to the Clean Air Act (CAA), including the provision to place sanctions on federal-aid highway funds if areas do not comply with air quality standards.

There are proposed CMAQ changes in NEXTEA to address funding for new non-attainment areas, which will be created through the new air quality standards. If localities are unable to meet the stricter standards, the highway funding sanction of the CAA could be triggered and would affect a larger area than current law. (Please note that the earliest this trigger would occur would likely be 2006.) Indirectly, the CMAQ changes could affect implementation of this sanction provision; however, the CMAQ change is really a response to the new standards. CMAQ is only the funding mechanism for non-attainment areas and maintenance areas; the CAA and the new standards will really be the drivers triggering the highway

sanctions.

If you have any further questions, please let me know.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-MAR-1997 21:22:23.00

SUBJECT: nextea event memo

TO: Toby Donenfeld (CN=Toby Donenfeld/O=OVP @ OVP [UNKNOWN])

READ:UNKNOWN

TEXT:

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D52]MAIL48911007L.016 to ASCII,
The following is a HEX DUMP:

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

March 11, 1997

ANNOUNCEMENT OF ADMINISTRATION'S ISTEA REAUTHORIZATION BILL

DATE: March 12, 1997
LOCATION: OEOP Room 450
TIME: 9:30-9:45 a.m.
FROM: Dorothy Robyn, NEC

I. PURPOSE

You will announce the Administration's National Economic Crossroads Transportation Efficiency Act (NEXTEA), a six-year, \$175 billion investment program to continue building and operating a safe, efficient and environmentally sound surface transportation system into the next century.

II.BACKGROUND

NEXTEA authorizes the Department of Transportation's highway, transit, highway safety, and rail programs (the rail title will be transmitted separately). It builds upon the current ISTEA framework, emphasizing flexibility, planning, intermodalism, safety, investment and environmental protection.

Funding. NEXTEA authorizes \$174 billion over 6 years -- an increase of \$17 billion or 11 percent (not counting inflation) over the \$157 billion authorized by ISTEA. Approximately \$5 billion of this increase is for programs included in NEXTEA that were not in ISTEA. Excluding these programs, NEXTEA authorizes \$169 billion -- an increase of \$12 billion or 8 percent over ISTEA. Actual spending under NEXTEA would be \$149 billion over 6 years -- approximately equal to the 1997 enacted level.

Authorization levels in NEXTEA are higher than planned spending levels in case the Administration's economic growth and deficit projections prove too conservative, as they have in the recent past. If the budget situation were to improve, we would look toward increasing the obligation levels. Even at the higher authorized levels, the Highway Trust Fund balance would increase from \$26 billion in 1997 to \$48 billion in 2003.

NEXTEA proposed funding is sufficient to maintain federal-aid highways in their current condition and provide for some capacity expansion. NEXTEA also addresses capacity through technology (e.g., the Intelligent Transportation System, ITS) and through pricing policies (congestion pricing and elimination of the prohibition on Interstate tolling). Transit funding will maintain current conditions, address expected traffic increases on existing systems, and provide some funds to address other capacity expansion.

Eligibility. Eligibility for highway funds would be expanded to include intercity passenger rail (Amtrak), ITS, and publicly owned bus terminals, freight rail and intermodal freight transfer facilities. Eligibility for transit funds would be expanded to include intercity passenger rail and ITS. Privately owned freight railroads and ports would not be made eligible for NEXTEA funding.

Formulas. The funding allocation formulas seek to balance the claims of the donor versus donee states and programmatic justification versus congressional concerns. By walking this fine line, DOT hopes to be a larger player in determining the shape of the final bill.

III.PARTICIPANTS

Pre-brief participants:

Secretary Slater
Gene Sperling
Katie McGinty
Bruce Reed
Michael Deich, OMB
Dorothy Robyn, NEC

Event participants:

President
Vice President
Secretary Slater
[Donna Shalala]
[Cynthia Metzler]
[Gene Sperling]
[Bruce Reed]
[Katie McGinty]
[Members in audience]

IV. PRESS PLAN

Open press.

V. SEQUENCE OF EVENTS

- **You**, Vice President and Secretary Slater are announced off-stage.
- Vice President welcomes audience, gives brief remarks and introduces Secretary Slater
- Secretary Slater gives very brief remarks and introduces you.

·**You** make remarks.

VI. REMARKS

To be provided by speechwriter.

VII. ATTACHMENTS

National Journal articles.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Brian J. Johnson (CN=Brian J. Johnson/OU=CEQ/O=EOP [CEQ])

CREATION DATE/TIME:12-MAR-1997 10:24:42.00

SUBJECT: Re: Corrected Copy: NEXTEA packet

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

READ:UNKNOWN

TEXT:

Thanks. Bet you a beer NEXTEA never catches on.

BJ

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Jake Siewert (CN=Jake Siewert/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:12-MAR-1997 08:14:22.00

SUBJECT: See Suggested Changes to ISTEА remarks

TO: Laura K. Capps (CN=Laura K. Capps/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

CC: Eli G. Attie (CN=Eli G. Attie/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

----- Forwarded by Jake Siewert/OPD/EOP on 03/12/97 08:16
AM -----

Dorothy Robyn
03/12/97 12:31:09 AM
Record Type: Record

To: Jake Siewert/OPD/EOP, Laura K. Capps/WHO/EOP
cc:
Subject: ISTEА remarks

To be factually correct, change 3rd sentence in graf on environment to
read: "NEXTЕА provides more than \$1.3 billion a year to reduce air
pollution, and millions more to preserve wetlands and open space."

In graf on safety, it should read: "...increasing annual highway traffic
safety funds by 25 percent...."

Looks good, overall!

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:12-MAR-1997 11:04:21.00

SUBJECT: NEXTEA packet

TO: Cynthia A. Rice (CN=Cynthia A. Rice/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

----- Forwarded by Paul J. Weinstein Jr./OPD/EOP on
03/12/97 11:05 AM -----

Russell W. Horwitz
03/11/97 11:45:38 PM
Record Type: Record

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

cc:

Subject: NEXTEA packet

Please find attached a packet of materials for today's announcement of the
National Economic Crossroads Transportation Efficiency Act.

Message Sent

To:

Pauline M. Abernathy/OPD/EOP
Lori L. Anderson/WHO/EOP
Barry B. Anderson/OMB/EOP
Brenda M. Anders/WHO/EOP
John C. Angell/WHO/EOP
Kenneth S. Apfel/OMB/EOP
Eli G. Attie/WHO/EOP
Donald A. Baer/WHO/EOP
Kris M Balderston/WHO/EOP
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Lyn A. Hogan/OPD/EOP
Elwood J. Holstein/OPD/EOP
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Katherine Hubbard/WHO/EOP
Kathryn O. Higgins/WHO/EOP
Peter G. Jacoby/WHO/EOP
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Brian J. Johnson/CEQ/EOP
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Thomas A. Kalil/OPD/EOP
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Patricia F. Lewis/WHO/EOP
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Gordon Li/WHO/EOP
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Kevin M. O'Keefe/WHO/EOP
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Kristen E. Panerali/OPD/EOP
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David Shipley/WHO/EOP
Robert M. Shireman/OMB/EOP
Alice E. Shuffield/OMB/EOP
Jake Siewert/OPD/EOP
Joshua Silverman/WHO/EOP
Stephen B. Silverman/WHO/EOP
Douglas B. Sosnik/WHO/EOP
Jordan Tamagni/WHO/EOP
Daniel K. Tarullo/OPD/EOP
Barry J. Toiv/WHO/EOP

Michael Waldman/WHO/EOP
Paul J. Weinstein Jr./OPD/EOP
Lisa M. Kountoupes/OMB/EOP
Ronda H. Jackson/WHO/EOP
Anna M. Gomez/OPD/EOP
Kathleen M. Wallman/WHO/EOP
Craig T. Smith/WHO/EOP
John O. Sutton/WHO/EOP
Dainel C. Tate/WHO/EOP
Sara M. Latham/WHO/EOP
Thomas D. Janenda/WHO/EOP
Charles R. Marr/OPD/EOP
Beverly J. Barnes/WHO/EOP

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D93]MAIL48989307C.016 to ASCII,
The following is a HEX DUMP:

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

NEXTEA

*THE NATIONAL ECONOMIC
CROSSROADS TRANSPORTATION
EFFICIENCY ACT*

*SHAPING AMERICA'S SURFACE
TRANSPORTATION SYSTEM FOR THE
21ST CENTURY*

MARCH 12, 1997

THE NATIONAL ECONOMIC CROSSROADS

TRANSPORTATION EFFICIENCY ACT

Today, President Clinton will announce the National Economic Crossroads Transportation Efficiency Act (NEXTEA), *a six-year, \$175 billion investment program to improve America's highways, bridges, transit systems, and railroads; lower the toll in lives and health care costs from motor vehicle crashes; enhance America's environment; and support mobility and economic prosperity. NEXTEA increases surface transportation funding by \$17 billion, or 11 percent, over the \$157 billion authorized by ISTEA.*

■ **“REBUILDING AMERICA” -- \$175 BILLION INVESTMENT WHILE BALANCING THE BUDGET**

- Increases funding for core highway programs by 30 percent over ISTEA levels.
- Provides greater flexibility for states and localities to target funds that best meet community needs.
- Expands programs for innovative financing to leverage federal dollars.
- Provides \$600 million to deploy Intelligent Transportation Systems.

■ **PUTTING A STRONGER EMPHASIS ON SAFETY**

- Increases funding for the National Highway Transportation Safety Administration by 11 percent to \$333 million.
- Increases highway and truck safety funding by \$2 billion.
- Increases funding for drunk driving prevention by 60 percent.
- Creates and expands programs to increase the proper use of safety belts and child restraints, reduce drunk and drugged driving, and continue research into building safer roads and vehicles.

■ **PROTECTING THE ENVIRONMENT**

- Increases funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by 30 percent, to \$1.3 billion annually.
- Increases Transportation Enhancements funding by more than 25 percent to support recreational trails, bike paths and pedestrian walkways.
- Expands CMAQ eligibility to include regions that fail to meet any new air quality standard.
- Provides greater flexibility for state and local investment in non-polluting modes of transportation.

■ **INVESTING \$600 MILLION TO MOVE PEOPLE FROM WELFARE TO WORK**

- Supports flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are.
- Increases incentives for states and localities to provide job training for federally-funded technology and construction projects.

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REBUILDING AMERICA

America's prosperity and quality of life are linked to our transportation system's efficiency, which keeps production costs low and maintains our international competitiveness. When President Clinton promised to "rebuild America" five years ago, this system suffered from inadequate capacity, deteriorating infrastructure, and poor connections among different forms of transportation. The President has worked with Congress to make good on his promise, taking advantage of ISTEA to raise infrastructure investment to record levels.

ISTEA SUCCESSES

- Under President Clinton, federal transportation infrastructure investment increased 21 percent, to an average of \$25.5 billion annually.
- Many indicators of highway conditions and performance have stabilized or improved. The condition of bridges and highway pavement, which had been deteriorating, has stabilized. We have kept pace with our transportation system's maintenance requirements and stopped its deterioration.
- Transit investment has increased, including over \$3 billion transferred using ISTEA's flexible funding provisions. Nearly 26,000 new buses and nearly 600 new rail cars have been bought for state and local transit agencies, and more than 100 miles of new transit lines serving more than 100 new stations are under construction. Transit speeds have improved by an average of about 10 percent.

KEY NEXTEA PROVISIONS

- NEXTEA builds on ISTEA's successes while helping us to move towards a balanced budget. It would authorize about \$175 billion for surface transportation programs from 1998 through 2003, an 11 percent increase over ISTEA. The proposed authorization levels would sustain or expand core programs such as the National Highway System, maintenance of the Interstate Highways, bridge reconstruction, and mass transit.
- NEXTEA gives state and local officials greater flexibility to target funds towards projects that best meet community needs, including Amtrak and intercity rail passenger facilities. It also increases the tools available to them by making intelligent transportation systems eligible under all major program categories and by expanding innovative finance strategies to cut red tape and to leverage private and nonfederal public resources.

A

COMMITMENT TO SAFETY

More than 40,000 Americans die and three million are injured in motor vehicle crashes each year, inflicting a tragic toll on millions of families. In addition, these crashes cost our economy \$150 billion annually, including \$14 billion paid directly by taxpayers for expenses such as health care and emergency services. Improved safety can help to control these costs.

ISTEA SUCCESSES

- Under ISTEA, with its enhanced commitment to safety, highway fatalities have been lower than in decades, averaging about 41,000 annually. Safety belt use has grown from 11 percent of motorists in 1982 to 68 percent last year. Alcohol-related fatalities have decreased from 57 percent of crashes in 1982 to 41 percent in 1995.

KEY NEXTEA PROVISIONS

Our challenge is to continue the progress on safety even as traffic increases. Recently, we have seen warning signs that we may be approaching the limits of progress under ISTEA: the fatality rate has stagnated, increases in safety belt use have leveled off, and the number of alcohol-related deaths has increased. NEXTEA would attack these problems by focusing on three key areas: driver behavior, road design, and vehicle standards.

Safer Drivers

- NEXTEA would increase NHTSA safety funding by 11 percent to \$333 million, and fund incentive programs to reduce drugged and drunken driving, to increase safety belt use, and to collect improved data on highway safety to better identify and solve safety problems.
- \$9 million annually in financial incentives would be provided for states to increase proper use of safety belts and child restraints.
- NEXTEA would increase funding for drunk driving prevention by 60 percent to \$40 million in 1998, and reward states for aggressively reducing drunk driving through administrative driver's license suspensions and revocations, programs to prevent minors from drinking, and effective sanctions for repeat offenders.
- NEXTEA would provide \$5 million annually beginning in 1999 in grants to states to

prevent drugged driving. A state would be eligible for these grants if it adopted five of nine countermeasures, including zero tolerance laws, administrative license suspension for those driving under the influence, and pre-license drug testing.

Safer Roads

- Under ISTEA, funding was set aside to eliminate road hazards and to make highway-rail grade crossings safer. Grade crossing deaths alone have dropped by 31 percent. NEXTEA would build on this progress by replacing this set-aside with a flexible, six-year, \$3.2 billion Infrastructure Safety Program. States would now have the ability to transfer funds to enforcement and behavioral programs if they would have a greater impact on safety.

Safer Vehicles

- States would have increased flexibility for tougher enforcement, such as targeting shippers who encourage truckers to violate rules and increasing penalties for violators. States also would be reimbursed for border enforcement and other high-priority activities that improve trucking safety.
- Under NEXTEA, the freeze on the size and weight of larger combination trucks on Interstate Highways and other routes would continue. We are doing a comprehensive study of this and related issues, and may soon propose additional steps in future safety legislation.
- Much progress on safety has been the result of vehicle design aimed at protecting motorists in crashes. NEXTEA would build on the progress to date with a \$45 million annual research program targeted at improving crash avoidance and crash worthiness. In addition, more than a third of intelligent transportation systems research would be focused on collision avoidance systems and other “smart vehicle” technologies that prevent crashes.
- A new focus on performance in safety programs would measure effectiveness by looking at quantifiable results, not at how much money or effort is put into solutions.

INCREASING INVESTMENT THROUGH INNOVATIVE FINANCING

In spite of ISTEA's record investment, the federal government alone cannot meet all of our infrastructure needs. President Clinton recognized this in his January 1994 Executive Order on infrastructure, in which he directed us to cut red tape to speed construction and supplement federal funds by leveraging private and nonfederal public investment.

ISTEA SUCCESSES

- President Clinton's Partnership for Transportation Investment accelerated 74 projects worth \$4.5 billion, including \$1.2 billion in investment beyond that available through conventional financing. Projects are advancing an average of two years ahead of schedule, saving interest and inflation costs.
- Some innovative finance initiatives also advance other national priorities, such as in Missouri and Arizona, where entrepreneurs were given permission to install fiber optic cable within highway rights-of-way in return for reserving part of the cable as the backbone of statewide intelligent transportation systems.
- The new State Infrastructure Bank program uses federal seed money to leverage private and nonfederal public funds in 10 pilot states. Among the proposed uses of these funds are: a loan to start construction on a highway interchange without waiting for the full federal funding to be accumulated; a loan to finance a toll road's interest costs while it is being built, before revenues can begin to pay off the construction debt; and a loan to buy new light rail vehicles.
- We provided a direct loan to California's Alameda Corridor, which will speed shipping from Los Angeles' port by creating a dedicated freight rail corridor. We also provided standby lines of credit to secure private financing for California toll roads; at a cost of just \$18 million, we supported \$2.5 billion in construction financing

KEY NEXTEA PROVISIONS

- NEXTEA would open the State Infrastructure Bank program to all states, increase the federal seed money dedicated to these banks, and allow states to use up to 10 percent of their regular federal-aid highway funds to capitalize their banks.
- \$100 million annually would be dedicated to help leverage nonfederal public resources for projects of national significance, such as interstate trade corridors.

ENSURING GLOBAL COMPETITIVENESS

Under President Clinton, America is once again the most economically-competitive nation in the world and its leading exporter, and this is due in great measure to the reliability and low costs of our transportation system. In an increasingly-global economy, keeping transportation efficient is crucial to our continued competitiveness and to taking advantage of the markets opened by NAFTA and GATT.

ISTEA SUCCESSES

- Seamless connections among different forms of transportation, such as between trucks, railroads, and seaports, are important for efficiency, and ISTEA-funded projects are making possible these connections. These projects include truck-rail freight transfer facilities in Stark County, Ohio, and Auburn, Maine, and projects in Portland, Oregon and Seattle designed to improve rail and truck access to seaports.
- Projects such as the Red Hook barge transfer, which daily takes hundreds of trucks off New York's crowded streets, often have important social and environmental benefits, and ISTEA made them eligible for funding through such flexible initiatives as the Congestion Mitigation and Air Quality Improvement Program and our innovative finance programs.

KEY NEXTEA PROVISIONS

- NEXTEA would facilitate trade by creating new programs to improve border crossings and develop major trade corridors within the U.S., cutting congestion and eliminating bottlenecks.
- NEXTEA would support projects of national significance, such as those focused on trade corridors, through dedicated funds and by expanding the State Infrastructure Bank program.
- The proposal would expand funding eligibility to include access to intermodal terminals and water ports. This is a vital change since much international trade -- 98 percent by weight, 50 percent by value -- is shipped through ports. These programs also would make eligible for funding Amtrak and intercity rail passenger and public freight facilities and intelligent transportation systems projects, which can improve the logistics crucial to "just-in-time" deliveries.

IMPROVING ACCESS TO JOBS AND TRAINING

One of the biggest barriers faced by those moving from welfare rolls to payrolls is finding transportation to jobs, training, and support services such as day care. Poverty and welfare eligibility rules mean that few welfare recipients own cars, and public transit often provides inadequate connections to job and training centers. This problem is becoming more serious, since two-thirds of new jobs are in suburbs. To support his comprehensive welfare reform initiative, President Clinton proposes to build on existing transit programs that work with innovative approaches to helping people make the transition to the working world.

ISTEA SUCCESSES

- Our Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, local residents worked with local officials on developing three bus transfer centers and improving pedestrian access to local amenities, and a Los Angeles neighborhood initiative generated a hundred new jobs and helped to cut crime by 19 percent.
- The Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District used Joblinks funds to transport 400 unemployed and undereducated residents to training and to jobs in the first year alone. The success of initiatives such as Joblinks and Livable Communities provides a model for new efforts to improve community access to jobs and other necessities.

KEY NEXTEA PROVISIONS

- NEXTEA includes a six-year, \$600 million grant program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are. Funding would also provide access to training centers and to support services such as day care at transit links. This program would be closely coordinated with other human services assistance that would be provided to states and localities working to meet the special needs of the welfare population.
- Since transportation and construction jobs are among America's best-paying, we want to open opportunities in these fields for welfare recipients and other disadvantaged people. NEXTEA would increase incentives for states and localities to provide job training in conjunction with federally-funded technology and construction projects, and to enable them to offer hiring preferences to welfare recipients and residents of Empowerment Zones and Enterprise Communities.

PROTECTING THE ENVIRONMENT

Scientific research demonstrates the effects of pollution on our health and on the ecological systems which sustain human life. President Clinton has taken advantage of ISTEA's landmark environmental provisions to reduce air and water pollution, to preserve wetlands and open space, and to make transportation facilities more compatible with the environment.

ISTEA SUCCESSES

- The largest ISTEA environmental initiative is the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which authorized \$1 billion annually under ISTEA to help communities meet national standards for healthy air. CMAQ has funded such innovative projects as cleaner natural gas buses in Cleveland and Boise, a child care center to promote ridership at a San Jose transit facility, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.
- ISTEA supported important travel alternatives, such as bikeways and pedestrian paths, and preserved scenic and historic roadside vistas, supporting tourism and strengthening local economies.

KEY NEXTEA PROVISIONS

- NEXTEA would increase CMAQ funding by 30 percent, to \$1.3 billion annually, and expand funding eligibility to include scrappage of higher-polluting pre-1980 vehicles. It also would act on new research on the dangers of particulate matter by allowing areas that do not meet health standards for this pollutant to receive CMAQ funds. NEXTEA also would ensure that no state loses CMAQ funds as a result of the Environmental Protection Agency's proposed changes in air quality standards.
- NEXTEA would increase Transportation Enhancements funding by more than 25 percent, supporting projects designed to strengthen the cultural, aesthetic, and environmental aspects of our transportation system.
- The National Scenic Byways program, which designates roads of aesthetic or historic value and funds improvements to them, would be continued, and the list of eligible activities would be expanded to include scenic byway marketing programs. Funding for recreational trails, bicycle transportation and pedestrian walkways, landscaping, and wildflower plantings also would be continued, as would ISTEA's commitment to inclusive transportation planning which reflects such community values as environmental preservation.

IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

Technology can improve the performance of roads and transit systems and effectively increase their capacity, especially in urban areas where new construction is too expensive or environmentally unsound. Technology also can make travel safe: most automobile crashes involve human error, and advanced collision avoidance systems and highway-rail grade crossing warnings can save hundreds of lives annually. Finally, technology can provide the logistical support needed for such innovations as “just-in-time” deliveries, which are cutting costs and improving productivity at nearly a third of U.S. companies.

ISTEA SUCCESSES

- ISTEA established a major federal commitment to intelligent transportation systems (ITS), the application of advanced information and communications technologies to travel. The federal role includes providing seed money for development and deployment, assistance in the creation of technology standards to promote system integration, and the coordination of public and private research efforts.
- The first generation of ITS is already being deployed: in Denver, synchronized traffic signals reduced travel times by over 15 to 20 percent, and in Seattle, ramp metering has cut accident rates by more than 60 percent. *Operation TimeSaver*, an initiative to reduce travel times in 75 cities by 15 percent over the next decade, was launched last year. Under this initiative, states may use their federal transportation funds to deploy ITS systems.
- Overall federal transportation research and technology investment increased to record levels, \$930 million in 1997 alone. Initiatives resulting from this investment include high-performance materials, such as Superpave asphalt, which cost less and last longer, and the application of global positioning satellite systems to aviation and maritime navigation.

KEY NEXTEA PROVISIONS

- NEXTEA would provide states and localities with ITS training and technical assistance, and fund a \$600 million incentive program to help cities integrate their ITS programs and to help rural areas deploy ITS to improve safety, mobility, and commercial vehicle operations. It also would expand the eligibility of all major program categories to include ITS, so technology will always be considered as a strategy for meeting travel demand.
- NEXTEA would increase overall federal investment in technology research for initiatives including advanced composites for stronger, safer roads and bridges and second-generation ITS technologies such as collision avoidance systems.

STRENGTHENING URBAN COMMUNITIES

Sound transportation is crucial for sustaining economic prosperity and a high quality of life in our cities. Targeted infrastructure investment can reduce congestion and improve connections so businesses can take advantage of the city's proximity to suppliers, support services, markets, and amenities. Such investment also can generate jobs for city residents, directly through construction, and indirectly by attracting new businesses.

ISTEA SUCCESES

- ISTEA strengthened the role of cities in the transportation planning process, giving cities greater control over a substantial portion of federal funds and enabling them to choose projects which best met urban needs.
- Together with the increased flexibility of many programs, this enabled funding to be transferred to such urban needs as transit. Over \$3 billion traditionally earmarked for highways was used for high-priority transit projects, most in cities, and overall transit funding increased under ISTEA, reaching a record \$6 billion in 1995 alone.

KEY NEXTEA PROVISIONS

- NEXTEA sustains investment in mass transportation by increasing direct federal transit funding to \$5 billion, by increasing the flexible Surface Transportation Program, and by making Amtrak and intercity rail terminals eligible for funding. Transit programs would be streamlined to make it easier for local officials to select the options that make the most sense for their communities
- NEXTEA includes a six-year, \$600 million program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are and to provide access to training and such support services as child care.
- Technology can provide needed additional urban travel capacity with less disruption to established communities and at less cost than new construction. NEXTEA proposes to make intelligent transportation systems eligible under all major programs, and to create an incentive program to ensure that these technologies are fully integrated.
- NEXTEA would further strengthen the role of central cities in regional planning and simplify federal planning requirements.

SERVING RURAL AMERICA

Transportation is as vital to rural areas as it is to cities. Sound transport is vital for shipping raw materials and agricultural products. Tourism, generated by the four in five Americans who drive for pleasure in rural areas, sustains many local economies. And many rural residents rely on transit to reach schools, health care, and other necessary services.

ISTEA SUCCESSES

- ISTEA provided over \$1 billion for projects in rural America, such as protecting scenic roadside vistas, preserving historic transportation facilities, and beautifying communities with bicycle and pedestrian facilities.
- ISTEA benefitted rural areas with provisions like special transit programs for small communities, transportation enhancements, scenic byways, and set-asides for off-system bridges.

KEY NEXTEA PROVISIONS

- NEXTEA would strengthen rural communities' involvement in transportation planning by requiring coordination with local rural officials when statewide transportation plans are developed.
- NEXTEA would increase investment in core programs affecting rural areas, such as the National Highway System, Transportation Enhancements, and Rural Transit Assistance, and expand funding eligibility to include Amtrak and intercity rail, a key lifeline for rural America.
- NEXTEA would raise authorizations for the Federal Lands Highways Program to \$525 million, funding improvements on roads in national parks and forests, Indian reservations, and other public lands.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:12-MAR-1997 11:04:33.00

SUBJECT: Corrected Copy: NEXTEA packet

TO: Cynthia A. Rice (CN=Cynthia A. Rice/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

----- Forwarded by Paul J. Weinstein Jr./OPD/EOP on
03/12/97 11:05 AM -----

Russell W. Horwitz
03/12/97 12:50:26 AM
Record Type: Record

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

cc:

Subject: Corrected Copy: NEXTEA packet

Disregard previous attachment.

Message Sent

To:

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Michael Waldman/WHO/EOP
Paul J. Weinstein Jr./OPD/EOP
Lisa M. Kountoupes/OMB/EOP

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Dainel C. Tate/WHO/EOP
Sara M. Latham/WHO/EOP
Thomas D. Janenda/WHO/EOP
Charles R. Marr/OPD/EOP
Beverly J. Barnes/WHO/EOP

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D99]MAIL47299307M.016 to ASCII,
The following is a HEX DUMP:

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

NEXTEA

*THE NATIONAL ECONOMIC
CROSSROADS TRANSPORTATION
EFFICIENCY ACT*

*SHAPING AMERICA'S SURFACE
TRANSPORTATION SYSTEM FOR THE
21ST CENTURY*

MARCH 12, 1997

THE NATIONAL ECONOMIC CROSSROADS

TRANSPORTATION EFFICIENCY ACT

Today, President Clinton will announce the National Economic Crossroads Transportation Efficiency Act (NEXTEA), a six-year, \$175 billion investment program to improve America's highways, bridges, transit systems, and railroads; lower the toll in lives and health care costs from motor vehicle crashes; enhance America's environment; and support mobility and economic prosperity. NEXTEA increases surface transportation funding by *\$17 billion, or 11 percent, over the \$157 billion authorized by ISTEA.*

■ **"REBUILDING AMERICA" -- \$175 BILLION INVESTMENT WHILE BALANCING THE BUDGET**

- Increases funding for core highway programs by 30 percent over ISTEA levels.
- Provides greater flexibility for states and localities to target funds that best meet community needs.
- Expands programs for innovative financing to leverage federal dollars.
- Provides \$600 million to deploy intelligent transportation technology to cut travel time and enhance safety.

■ **PUTTING A STRONGER EMPHASIS ON SAFETY**

- Increases funding for the National Highway Transportation Safety Administration by 25 percent to \$395 million.
- Increases highway and truck safety funding by \$2 billion.
- Increases funding for drunk driving prevention by 60 percent.
- Creates and expands programs to increase the proper use of safety belts and child restraints, reduce drunk and drugged driving, and continue research into building safer roads and vehicles.

■ **PROTECTING THE ENVIRONMENT**

- Increases funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by 30 percent, to \$1.3 billion annually.
- Increases Transportation Enhancements funding by more than 25 percent to support bike paths, pedestrian walkways and other community-oriented projects.
- Expands CMAQ eligibility to include regions that fail to meet any new air quality standard.
- Provides greater flexibility for state and local investment in non-polluting modes of transportation.

■ **INVESTING \$600 MILLION TO MOVE PEOPLE FROM WELFARE TO WORK**

- Supports flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are.
- Increases incentives for states and localities to provide job training for federally-funded technology and construction projects.

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<i>Increasing Investment through Innovative Financing</i>	Page 7
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<i>Improving Access to Jobs and Training</i>	Page 9
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REBUILDING AMERICA

America's prosperity and quality of life are linked to our transportation system's efficiency, which keeps production costs low and maintains our international competitiveness. When President Clinton promised to "rebuild America" five years ago, this system suffered from inadequate capacity, deteriorating infrastructure, and poor connections among different forms of transportation. The President has worked with Congress to make good on his promise, taking advantage of ISTEA to raise infrastructure investment to record levels.

ISTEA SUCCESSES

- Under President Clinton, federal transportation infrastructure investment increased 21 percent, to an average of \$25.5 billion annually.
- Many indicators of highway conditions and performance have stabilized or improved. The condition of bridges and highway pavement, which had been deteriorating, has stabilized. We have kept pace with our transportation system's maintenance requirements and stopped its deterioration.
- Transit investment has increased, including over \$3 billion transferred using ISTEA's flexible funding provisions. Nearly 26,000 new buses and nearly 600 new rail cars have been bought for state and local transit agencies, and more than 100 miles of new transit lines serving more than 100 new stations are under construction. Transit speeds have improved by an average of about 10 percent.

KEY NEXTEA PROVISIONS

- NEXTEA builds on ISTEA's successes while helping us to move towards a balanced budget. It would authorize about \$175 billion for surface transportation programs from 1998 through 2003, an 11 percent increase over ISTEA. The proposed authorization levels would sustain or expand core programs such as the National Highway System, maintenance of the Interstate Highways, bridge reconstruction, and mass transit.
- NEXTEA gives state and local officials greater flexibility to target funds towards projects that best meet community needs, including Amtrak and intercity rail passenger facilities. It also increases the tools available to them by making intelligent transportation systems eligible under all major program categories and by expanding innovative finance strategies to cut red tape and to leverage private and nonfederal public resources.

A

COMMITMENT TO SAFETY

More than 40,000 Americans die and three million are injured in motor vehicle crashes each year, inflicting a tragic toll on millions of families. In addition, these crashes cost our economy \$150 billion annually, including \$14 billion paid directly by taxpayers for expenses such as health care and emergency services. Improved safety can help to control these costs.

ISTEA SUCCESSES

- Under ISTEA, with its enhanced commitment to safety, highway fatalities have been lower than in decades, averaging about 41,000 annually. Safety belt use has grown from 11 percent of motorists in 1982 to 68 percent last year. Alcohol-related fatalities have decreased from 57 percent of crashes in 1982 to 41 percent in 1995.

KEY NEXTEA PROVISIONS

Our challenge is to continue the progress on safety even as traffic increases. Recently, we have seen warning signs that we may be approaching the limits of progress under ISTEA: the fatality rate has stagnated, increases in safety belt use have leveled off, and the number of alcohol-related deaths has increased. NEXTEA would attack these problems by focusing on three key areas: driver behavior, road design, and vehicle standards.

Safer Drivers

- NEXTEA would increase NHTSA safety funding by 25 percent to \$395 million, and fund incentive programs to reduce drugged and drunken driving, to increase safety belt use, and to collect improved data on highway safety to better identify and solve safety problems.
- \$9 million annually in financial incentives would be provided for states to increase proper use of safety belts and child restraints.
- NEXTEA would increase funding for drunk driving prevention by 60 percent to \$40 million in 1998, and reward states for aggressively reducing drunk driving through administrative driver's license suspensions and revocations, programs to prevent minors from drinking, and effective sanctions for repeat offenders.
- NEXTEA would provide \$5 million annually beginning in 1999 in grants to states to

prevent drugged driving. A state would be eligible for these grants if it adopted five of nine countermeasures, including zero tolerance laws, administrative license suspension for those driving under the influence, and pre-license drug testing.

Safer Roads

- Under ISTEA, funding was set aside to eliminate road hazards and to make highway-rail grade crossings safer. Grade crossing deaths alone have dropped by 31 percent. NEXTEA would build on this progress by replacing this set-aside with a flexible, six-year, \$3.2 billion Infrastructure Safety Program. States would now have the ability to transfer funds to enforcement and behavioral programs if they would have a greater impact on safety.

Safer Vehicles

- States would have increased flexibility for tougher enforcement, such as targeting shippers who encourage truckers to violate rules and increasing penalties for violators. States also would be reimbursed for border enforcement and other high-priority activities that improve trucking safety.
- Under NEXTEA, the freeze on the size and weight of larger combination trucks on Interstate Highways and other routes would continue. We are doing a comprehensive study of this and related issues, and may soon propose additional steps in future safety legislation.
- Much progress on safety has been the result of vehicle design aimed at protecting motorists in crashes. NEXTEA would build on the progress to date with a \$45 million annual research program targeted at improving crash avoidance and crash worthiness. In addition, more than a third of intelligent transportation systems research would be focused on collision avoidance systems and other “smart vehicle” technologies that prevent crashes.
- A new focus on performance in safety programs would measure effectiveness by looking at quantifiable results, not at how much money or effort is put into solutions.

INCREASING INVESTMENT THROUGH INNOVATIVE FINANCING

In spite of ISTEA's record investment, the federal government alone cannot meet all of our infrastructure needs. President Clinton recognized this in his January 1994 Executive Order on infrastructure, in which he directed us to cut red tape to speed construction and supplement federal funds by leveraging private and nonfederal public investment.

ISTEA SUCCESSES

- President Clinton's Partnership for Transportation Investment accelerated 74 projects worth \$4.5 billion, including \$1.2 billion in investment beyond that available through conventional financing. Projects are advancing an average of two years ahead of schedule, saving interest and inflation costs.
- Some innovative finance initiatives also advance other national priorities, such as in Missouri and Arizona, where entrepreneurs were given permission to install fiber optic cable within highway rights-of-way in return for reserving part of the cable as the backbone of statewide intelligent transportation systems.
- The new State Infrastructure Bank program uses federal seed money to leverage private and nonfederal public funds in 10 pilot states. Among the proposed uses of these funds are: a loan to start construction on a highway interchange without waiting for the full federal funding to be accumulated; a loan to finance a toll road's interest costs while it is being built, before revenues can begin to pay off the construction debt; and a loan to buy new light rail vehicles.
- We provided a direct loan to California's Alameda Corridor, which will speed shipping from Los Angeles' port by creating a dedicated freight rail corridor. We also provided standby lines of credit to secure private financing for California toll roads; at a cost of just \$18 million, we supported \$2.5 billion in construction financing

KEY NEXTEA PROVISIONS

- NEXTEA would open the State Infrastructure Bank program to all states, increase the federal seed money dedicated to these banks, and allow states to use up to 10 percent of their regular federal-aid highway funds to capitalize their banks.
- \$100 million annually would be dedicated to help leverage nonfederal public resources for projects of national significance, such as interstate trade corridors.

ENSURING GLOBAL COMPETITIVENESS

Under President Clinton, America is once again the most economically-competitive nation in the world and its leading exporter, and this is due in great measure to the reliability and low costs of our transportation system. In an increasingly-global economy, keeping transportation efficient is crucial to our continued competitiveness and to taking advantage of the markets opened by NAFTA and GATT.

ISTEA SUCCESSES

- Seamless connections among different forms of transportation, such as between trucks, railroads, and seaports, are important for efficiency, and ISTEA-funded projects are making possible these connections. These projects include truck-rail freight transfer facilities in Stark County, Ohio, and Auburn, Maine, and projects in Portland, Oregon and Seattle designed to improve rail and truck access to seaports.
- Projects such as the Red Hook barge transfer, which daily takes hundreds of trucks off New York's crowded streets, often have important social and environmental benefits, and ISTEA made them eligible for funding through such flexible initiatives as the Congestion Mitigation and Air Quality Improvement Program and our innovative finance programs.

KEY NEXTEA PROVISIONS

- NEXTEA would facilitate trade by creating new programs to improve border crossings and develop major trade corridors within the U.S., cutting congestion and eliminating bottlenecks.
- NEXTEA would support projects of national significance, such as those focused on trade corridors, through dedicated funds and by expanding the State Infrastructure Bank program.
- The proposal would expand funding eligibility to include access to intermodal terminals and water ports. This is a vital change since much international trade -- 98 percent by weight, 50 percent by value -- is shipped through ports. These programs also would make eligible for funding Amtrak and intercity rail passenger and public freight facilities and intelligent transportation systems projects, which can improve the logistics crucial to "just-in-time" deliveries.

IMPROVING ACCESS TO JOBS AND TRAINING

One of the biggest barriers faced by those moving from welfare rolls to payrolls is finding transportation to jobs, training, and support services such as day care. Poverty and welfare eligibility rules mean that few welfare recipients own cars, and public transit often provides inadequate connections to job and training centers. This problem is becoming more serious, since two-thirds of new jobs are in suburbs. To support his comprehensive welfare reform initiative, President Clinton proposes to build on existing transit programs that work with innovative approaches to helping people make the transition to the working world.

ISTEA SUCSESSES

- Our Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, local residents worked with local officials on developing three bus transfer centers and improving pedestrian access to local amenities, and a Los Angeles neighborhood initiative generated a hundred new jobs and helped to cut crime by 19 percent.
- The Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District used Joblinks funds to transport 400 unemployed and undereducated residents to training and to jobs in the first year alone. The success of initiatives such as Joblinks and Livable Communities provides a model for new efforts to improve community access to jobs and other necessities.

KEY NEXTEA PROVISIONS

- NEXTEA includes a six-year, \$600 million grant program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are. Funding would also provide access to training centers and to support services such as day care at transit links. This program would be closely coordinated with other human services assistance that would be provided to states and localities working to meet the special needs of the welfare population.
- Since transportation and construction jobs are among America's best-paying, we want to open opportunities in these fields for welfare recipients and other disadvantaged people. NEXTEA would increase incentives for states and localities to provide job training in conjunction with federally-funded technology and construction projects, and to enable them to offer hiring preferences to welfare recipients and residents of Empowerment Zones and Enterprise Communities.

PROTECTING THE ENVIRONMENT

Scientific research demonstrates the effects of pollution on our health and on the ecological systems which sustain human life. President Clinton has taken advantage of ISTEA's landmark environmental provisions to reduce air and water pollution, to preserve wetlands and open space, and to make transportation facilities more compatible with the environment.

ISTEA SUCCESSES

- The largest ISTEA environmental initiative is the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which authorized \$1 billion annually under ISTEA to help communities meet national standards for healthy air. CMAQ has funded such innovative projects as cleaner natural gas buses in Cleveland and Boise, a child care center to promote ridership at a San Jose transit facility, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.
- ISTEA supported important travel alternatives, such as bikeways and pedestrian paths, and preserved scenic and historic roadside vistas, supporting tourism and strengthening local economies.

KEY NEXTEA PROVISIONS

- NEXTEA would increase CMAQ funding by 30 percent, to \$1.3 billion annually, and expand funding eligibility to include scrappage of higher-polluting pre-1980 vehicles. It also would act on new research on the dangers of particulate matter by allowing areas that do not meet health standards for this pollutant to receive CMAQ funds. NEXTEA also would ensure that no state loses CMAQ funds as a result of the Environmental Protection Agency's proposed changes in air quality standards.
- NEXTEA would increase Transportation Enhancements funding by more than 25 percent, supporting projects designed to strengthen the cultural, aesthetic, and environmental aspects of our transportation system.
- The National Scenic Byways program, which designates roads of aesthetic or historic value and funds improvements to them, would be continued, and the list of eligible activities would be expanded to include scenic byway marketing programs. Funding for recreational trails, bicycle transportation and pedestrian walkways, landscaping, and wildflower plantings also would be continued, as would ISTEA's commitment to inclusive transportation planning which reflects such community values as environmental preservation.

IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

Technology can improve the performance of roads and transit systems and effectively increase their capacity, especially in urban areas where new construction is too expensive or environmentally unsound. Technology also can make travel safe: most automobile crashes involve human error, and advanced collision avoidance systems and highway-rail grade crossing warnings can save hundreds of lives annually. Finally, technology can provide the logistical support needed for such innovations as “just-in-time” deliveries, which are cutting costs and improving productivity at nearly a third of U.S. companies.

ISTEA SUCCESSES

- ISTEA established a major federal commitment to intelligent transportation systems (ITS), the application of advanced information and communications technologies to travel. The federal role includes providing seed money for development and deployment, assistance in the creation of technology standards to promote system integration, and the coordination of public and private research efforts.
- The first generation of ITS is already being deployed: in Denver, synchronized traffic signals reduced travel times by over 15 to 20 percent, and in Seattle, ramp metering has cut accident rates by more than 60 percent. *Operation TimeSaver*, an initiative to reduce travel times in 75 cities by 15 percent over the next decade, was launched last year. Under this initiative, states may use their federal transportation funds to deploy ITS systems.
- Overall federal transportation research and technology investment increased to record levels, \$930 million in 1997 alone. Initiatives resulting from this investment include high-performance materials, such as Superpave asphalt, which cost less and last longer, and the application of global positioning satellite systems to aviation and maritime navigation.

KEY NEXTEA PROVISIONS

- NEXTEA would provide states and localities with ITS training and technical assistance, and fund a \$600 million incentive program to help cities integrate their ITS programs and to help rural areas deploy ITS to improve safety, mobility, and commercial vehicle operations. It also would expand the eligibility of all major program categories to include ITS, so technology will always be considered as a strategy for meeting travel demand.
- NEXTEA would increase overall federal investment in technology research for initiatives including advanced composites for stronger, safer roads and bridges and second-generation ITS technologies such as collision avoidance systems.

STRENGTHENING URBAN COMMUNITIES

Sound transportation is crucial for sustaining economic prosperity and a high quality of life in our cities. Targeted infrastructure investment can reduce congestion and improve connections so businesses can take advantage of the city's proximity to suppliers, support services, markets, and amenities. Such investment also can generate jobs for city residents, directly through construction, and indirectly by attracting new businesses.

ISTEA SUCCESSES

- ISTEA strengthened the role of cities in the transportation planning process, giving cities greater control over a substantial portion of federal funds and enabling them to choose projects which best met urban needs.
- Together with the increased flexibility of many programs, this enabled funding to be transferred to such urban needs as transit. Over \$3 billion traditionally earmarked for highways was used for high-priority transit projects, most in cities, and overall transit funding increased under ISTEA, reaching a record \$6 billion in 1995 alone.

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SERVING RURAL AMERICA

Transportation is as vital to rural areas as it is to cities. Sound transport is vital for shipping raw materials and agricultural products. Tourism, generated by the four in five Americans who drive for pleasure in rural areas, sustains many local economies. And many rural residents rely on transit to reach schools, health care, and other necessary services.

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- NEXTEA would raise authorizations for the Federal Lands Highways Program to \$525 million, funding improvements on roads in national parks and forests, Indian reservations, and other public lands.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:12-MAR-1997 07:26:29.00

SUBJECT: Re: Corrected Copy: NEXTEA packet

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

READ:UNKNOWN

TEXT:

Russ, the version of the paper that I printed out from your e-mail is 22 pages long (it's spaced differently). You might want to get copies of your 13-page original to the press office and others who will want to print it out for distribution.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:12-MAR-1997 20:28:36.00

SUBJECT: Re: Incumbency rents for airlines

TO: Bill.Swan (Bill.Swan @ PSS.boeing.com @ INET @ LNGTWY [UNKNOWN])

READ:UNKNOWN

TEXT:

Not sure I understand all of that; will reread it when I've had more sleep. As a transportation economist, are you familiar w/ ISTEA? Today, the president announced our reauthorization of ISTEA -- \$175 billion over 6 yrs. for roads, bridges, bike paths, intelligent trans. technology. My event, which is why the lack of sleep. will be an interesting fight on the hill.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:12-MAR-1997 00:28:50.00

SUBJECT: ISTEa remarks

TO: Laura K. Capps (CN=Laura K. Capps/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

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

TEXT:

To be factually correct, change 3rd sentence in graf on environment to read: "NEXTEA provides more than \$1.3 billion a year to reduce air pollution, and millions more to preserve wetlands and open space."

In graf on safety, it should read: "...increasing annual highway traffic safety funds by 25 percent...."

Looks good, overall!

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:12-MAR-1997 12:12:27.00

SUBJECT: ISTE A

TO: Anne H. Lewis (CN=Anne H. Lewis/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

All DBA issues have been resolved as of yesterday! Janet Himler in OMB negotiated the final compromise language with DOL and DOT.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:13-MAR-1997 08:45:52.00

SUBJECT: misc.

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

READ:UNKNOWN

TEXT:

1. could you set up a lunch at the Mess w/ Larry Magid at 624-7822.

Tomorrow at 1:15 would work for me if he's free and you can get reservations. If not then, maybe next Friday at noon.

2. What's happened w/ the hearing transcripts on ISTE A that you tracked down. Any way I can get them to read over the weekend.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:13-MAR-1997 14:39:25.00

SUBJECT: RE: 'We have a problem here...'

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

I think this is what you are looking for...

----- Forwarded by Michael Deich/OMB/EOP on 03/13/97

02:39 PM -----

Dorothy Robyn

03/11/97 08:26:57 AM

Record Type: Record

To: Gene B. Sperling/OPD/EOP

cc: Michael Deich/OMB/EOP, David J. Worzala/OMB/EOP

Subject: ISTEА and Navajo Reservation

POTUS flagged an entry in what looks like Interior's weekly report stating that the Indian Roads Reservation Program (IRRP) has been funded at only \$125M -- a 35% cut. David Worzala, the ISTEА examiner, says that the actual figure is \$200M. A much earlier draft of ISTEА had a typo (\$125M instead of \$195M); DOT/OMB added another \$5M at some point. (By the way, this correction is clearly explained in DOT's response to agency comments, which OMB circulated to Interior and others on March 3.)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Victoria Radd (CN=Victoria Radd/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:14-MAR-1997 16:33:51.00

SUBJECT: Re: NEXTEA

TO: Diana Fortuna (CN=Diana Fortuna/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Diana & Angus --

Can you let me know about whether there is anything in this package regarding people with disabilities??

Thanks,
V.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:15-MAR-1997 16:14:01.00

SUBJECT: nextea update memo

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

READ:UNKNOWN

TEXT:

Can you please e-mail me the memo you dropped of for Gene this morning?

Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 15-MAR-1997 16:16:43.00

SUBJECT: Re: nextea update memo

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

READ: UNKNOWN

TEXT:

Dorothy's nextea memo from today.

----- Forwarded by Russell W. Horwitz/OPD/EOP on 03/15/97

04:17 PM -----

Dorothy Robyn

03/15/97 04:18:03 PM

Record Type: Record

To: Russell W. Horwitz/OPD/EOP

cc:

Subject: Re: nextea update memo

Here it is.

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D48]MAIL428227571.016 to ASCII,
The following is a HEX DUMP:

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

March 15, 1997

MEMORANDUM FOR GENE SPERLING

FROM: Dorothy Robyn
SUBJ: ISTEА, Offsets and BRAC Implementation

ISTEA: The reaction to our NEXTEA bill was remarkably positive, even among key Republicans in Congress. Sen. Chafee, Chair of Environment and Public Works, lauded it for building on the landmark ISTEА bill, and even Rep. Shuster, who chairs House Transportation and Infrastructure, said that, unlike many Administration bills, NEXTEA was decidedly not "Dead on Arrival." (See attached press releases from Shuster, Chafee and Lautenberg.)

DOT is working to amplify the rollout message in several ways:

- Slater and Mayor Daley held a large NEXTEA event in Chicago yesterday;
- DOT has set up a Web site where people can access the text of the bill (with other information to be added);
- A letter from Slater, together with detailed fact sheets on key aspects of the bill, will go out shortly to constituent groups;
- DOT officials are visiting every Member who benefits from ISTEА and providing them with tailored information about the impact on his or her state.

We're also talking to Cabinet Affairs about how other cabinet members, especially Carol Browner, can help on amplification. (EPA's policy chief, David Gardiner, testifies next week on NEXTEA before Sen. Warner's transportation subcommittee.)

In terms of outreach and coalition building, we are doing the following:

- Steve Palmer is working directly with Marcia Hale on the "Big Seven" groups (Conference of Mayors, League of Cities, etc.);
- I am working with Katie McGinty's office on the sustainable transportation groups;
- DOT and I need to plug in to DPC's work with the welfare-to-work groups (DOT has inadvertently been left out of that interagency process thus far).

Two other titles of the bill -- on safety and AMTRAK -- will be transmitted separately. The safety title will come over to OMB for clearance next week. I will be seeking political guidance on two safety issues: (1) truck size and weight: DOT wants to continue the existing freeze on truck size and weight and expand the freeze on truck size to National Highway System roads (it currently applies only on interstates); a decision on whether to expand the weight freeze to NHS roads will await completion of an ongoing DOT study. (2) Possible sanctions on states that do not have laws in place by 2003 concerning seat belts and other deterrents.

Finally, some additional reasons why the controversy over tolls was unjustified:

- State and local governments can currently put tolls on 1 million miles of federal aid highways; we are merely adding 50,000 miles of interstate.
- The 1991 ISTEA Act offered \$40 million in "bribes" to state and local governments that would agree to institute tolls; DOT has never received a single application.

DOT's view is that the controversy reflected the efforts of the highway lobby to stir up trouble.

Offsets: By COB tomorrow (Sunday), I will give you background material and talking points for a call to the new president of the machinists. I'm hesitant to tout the National Academy workshop too much because I haven't yet raised the necessary money. Commerce is resisting, although DOT is a possibility. I told Kathy that I would raise the problem with John Podesta in a few days if I am still short of money.

BRAC Implementation: As you recall, I met with Leon shortly before he left to discuss the problems of base reuse. Although Erskine did not attend the meeting, Sylvia did, and Leon recommended to her that Erskine convene John White and the Service secretaries and have me brief them on the problems we're experiencing. Sylvia is now ready to move on that (see attached memo, which should go to Erskine this weekend).

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-MAR-1997 17:12:10.00

SUBJECT: NEXTEA safety issues

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

READ:UNKNOWN

TEXT:

DOT has asked for political guidance on truck size and weight and "soft sanctions" (on 3 possible things -- primary seat belt, .08 BAC and helmet laws). In the old days, I guess they would have turned to Ickes for such advice. Any suggestions on who would be able to help now? I will talk to Sally Katzen, but they're looking for a WW perspective?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-MAR-1997 17:09:50.00

SUBJECT: ISTEAs Safety Issues

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

READ:UNKNOWN

TEXT:

I have some paper now describing the options under consideration. Who would you suggest (in addition to Sally Katzen) could give me political guidance (e.g., will "soft sanctions" as an incentive for states to adopt a .08 blood alcohol content law get us into a battle with the Joe Sixpacks of the world that drags the rest of the bill down)? Ickes was apparently the one DOT turned to previously for this type of advice.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:18-MAR-1997 11:54:31.00

SUBJECT: Safety Issues in NEXTEA

TO: Robyn G. Dickey (CN=Robyn G. Dickey/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

TEXT:

Thanks for your memo. Please let me know when DOT reaches closure on this. If we go with soft sanctions on mandatory seatbelt laws, we should include in DOT's report to the President on seatbelts and announce at the report's release the first week of April.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:18-MAR-1997 10:51:29.00

SUBJECT: Gene's cover note to Harkin proposal

TO: Helen P. Howell (CN=Helen P. Howell/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

Gene notes that it would be a bad precedent for us to amend portions of our budget on specific items. Changing the budget at the request of members of Congress and interest groups could open the flood gates. The best approach is to follow the process we pursued under ISTEA as we supported overall program strength, but were willing to ask for increased levels of funding as long as they were consistent with our priorities.

Withdrawal/Redaction Marker

Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. email	Mark J. Schwartz to Diane C. Regas at 15:32:08.00. Subject: Soccer (1 page)	03/18/1997	Personal Misfile

COLLECTION:

Clinton Presidential Records
Automated Records Management System [Email]
OPD ([NEXTEA or ISTE])
OA/Box Number: 250000

FOLDER TITLE:

[03/10/1997 - 04/11/1997]

2015-0463-F
ab1505

RESTRICTION CODES

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

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

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

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

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Elizabeth M. Toohey (CN=Elizabeth M. Toohey/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:19-MAR-1997 11:41:27.00

SUBJECT: Re: NEXTEA Mtg

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

READ:UNKNOWN

TEXT:

It works for Kitty. On her schedule tentatively for that date and time.

Liz

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:20-MAR-1997 22:55:59.00

SUBJECT: Re: Notes on Senate EPW NEXTEA Environment/Planning Hearing, 3/19

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

READ:UNKNOWN

TEXT:

Thanks for sending me this; it was incredibly helpful!

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:21-MAR-1997 17:06:25.00

SUBJECT: "Soft Sanction" provisions for seatbelts and BAC in NEXTEA

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

READ:UNKNOWN

CC: Leanne A. Shimabukuro (CN=Leanne A. Shimabukuro/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Elena Kagan (CN=Elena Kagan/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Dennis K. Burke (CN=Dennis K. Burke/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Thanks for the memo. DPC fully supports the sanctions for primary seatbelt laws. We'd like more info. on the .08 BAC proposal. I spoke with Jano today -- he expects to get better information Monday from NHTSA on the benefits of going to .08, so I will get back to you on .08 then

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:21-MAR-1997 09:37:48.00

SUBJECT: Clearance of ISTEA Safety Title

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

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

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

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

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

TEXT:

I asked LRD your question about how long it would take to clear the safety title of the ISTEA bill. DOT should expect that it will take 2 weeks to clear the bill, unless significant problems arise. Therefore, to get it to the Hill by April 9 for the Senate hearing, LRD will need it early next week. One problem is that we can expect alot of key people to be out of the office during the upcoming Congressional recess. Jim Jukes will convey this message to DOT's legislative office. If you can convey that to DOT policy officials as well it would help.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-MAR-1997 16:58:47.00

SUBJECT: Re: Our Web Page

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

READ:UNKNOWN

TEXT:

Thanks -- here are the ones I have: (1) NEXTEA; (2) school construction; and (3) HOPE and Opportunity Act. Are there any others that I should include? Some might have come while I was computerless (almost the full two weeks of the 5 weeks I've been here).

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-MAR-1997 09:33:53.00

SUBJECT: NEXTEA safety titles

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

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

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

TEXT:

Good morning...On Friday, as you know, we got a copy of the safety titles for NEXTEA. David had mentioned to me on Friday that you might be pursuing some sort of Presidential event on April 3 when POTUS meets with the Big 3 car manufacturers.

The safety title is in clearance, but we are not likely to get close to an April 3 deadline. David mentioned the possibility of clearing off on the major concepts which could be discussed on April 3. At your convenience let us know what you are thinking on this so that we can focus our efforts...we are plowing ahead and reviewing the text now.

Thanks.
--Mark

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-MAR-1997 11:07:59.00

SUBJECT: Re: NEXTEA safety titles

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

READ:UNKNOWN

TEXT:

Planning for the Big 3 event is still in flux. Everyone thinks it makes sense to do something safety related, and the release of the seat belt report, combined with announcing the NEXTEA soft sanction on seat belts, would be excellent. But DOT feels strongly that the safety and insurance groups also need to be represented at any event that focuses on seat belts. So I suspect people will be trying to figure out how to accommodate both.

Jim Jukes had told David Tornquist that he needed 2 weeks to clear the bill assuming nothing major came up. Since April 3 is 13 days from Friday (when DOT got the bill over) my hope was OMB could be close to clearance by then. Nevertheless, I have cautioned the event people that clearance is not certain. An event like the one imagined wouldn't require a cleared bill, as long as we could do a handout like we did for NEXTEA.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-MAR-1997 15:19:25.00

SUBJECT: Our Web Page

TO: Jake Siewert (CN=Jake Siewert/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Sonyia is ready to start adding things to the Web page. Should we put everyone's bios on it? Do you have any thoughts on what else we should add to it? I think I should send out a general e-mail should go out asking people what we should add (for example, the School Construction and NEXTEA materials should go on there). What do you think?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-MAR-1997 11:37:01.00

SUBJECT: Re: NEXTEA Mtg

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

READ:UNKNOWN

TEXT:

yes you are right.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: June G. Turner (CN=June G. Turner/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:24-MAR-1997 11:22:29.00

SUBJECT: Re: NEXTEA Mtg

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

TEXT:
Melissa,

I made the change on Sylvia's schedule

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:25-MAR-1997 15:03:28.00

SUBJECT: Possible NEXTEA Meeting tomorrow

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

READ:UNKNOWN

TEXT:

Hi Dorothy -- I heard that it's possible that there will be a NEXTEA meeting tomorrow with Gene. Is there anything you'd like me to give Gene other than what I gave him for the Principals meeting last week?

Thanks,
Anna

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:25-MAR-1997 17:58:17.00

SUBJECT: Status of Policy Ideas

TO: Laura Emmett (CN=Laura Emmett/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TO: Cathy R. Mays (CN=Cathy R. Mays/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Bruce wanted by 6:00 pm today. Forgot to cc you. Thanks.

----- Forwarded by Elizabeth Drye/OPD/EOP on 03/25/97

05:58 PM -----

Elizabeth Drye

03/25/97 05:59:44 PM

Record Type: Record

To: Bruce N. Reed/OPD/EOP, Elena Kagan/OPD/EOP

cc:

Subject: Status of Policy Ideas

1. Seatbelt Report will be ready early next week. Report sets new national goals of 85% use by 2000 and 90% use by 2005 (from 68% today); At its release, we will announce our support for legislation (part of pending NEXTEA safety title) requiring states to implement primary seatbelt laws or divert 1% of highway funds to safety (so-called "soft sanction"); and 3) update an outdated EO requiring federal employees to use seatbelts -- changes will bring EO in line with current belt technology and will add provisions to it to increase enforcement of seatbelt use on Federal lands. EO is expected to go to OMB for review tomorrow.

NEC staff (Dorothy Robyn) and I agree we should try to get NEXTEA safety title done and release with seatbelt report next week. In addition to soft sanction for primary seatbelt laws, safety title includes truck size and weight restrictions (big deal for safety advocates); railroad terrorism provisions; and a number of smaller provisions. We suggest having POTUS announce seatbelt report and safety title directly following CEO meeting next week to a broad-based audience that includes advocates and other industry members of the safety coalition. A little strange, but DOT is adamantly opposed to POTUS doing safety announcement w/big 3 alone. NEC and DOT think the Big 3 CEOs will be receptive to that approach.

2. Drunk Driving/.08 BAC -- We could put .08 BAC provision in NEXTEA safety title as well, but DOT, NEC, OIRA and I are all ambivalent about that. We are on record supporting .08 BAC -- our NEXTEA legislation sent to the Hill recently has incentives for states to pass .08 laws. We could push for a "soft sanction," but it will be a much tougher fight than for seatbelts and the payoff is less clear. DOT anticipates that the industry will put up a very aggressive fight, and the effect of .08 laws on crashes is not very well documented. Still, .08 is good public health policy. We all agree that we shouldn't put .08 in the safety legislation unless the President and Slater are willing to fight for it. We will chew on this for another day, but welcome your guidance.

3. Aggressive Driving -- DOT has been digging for the past two weeks and hasn't come up with quite enough yet. The obvious policy response is aggressive local enforcement. State and local investment in traffic enforcement has declined over the last several years as we and others have pushed cops toward higher priority efforts. DOT is taking some small steps to promote local law enforcement that we could package together in an event. As the Post reported this weekend, DOT is working with DC-area jurisdictions to mount a DC enforcement effort later this month. DOT also has a "Red Light Running" technical assistance program we could highlight. DOT is interested in working with Justice to push for stronger sentencing guidelines, but Dennis is not enthusiastic. These ideas aren't enough for a POTUS event, but DOT is trying to come up with more. If we get a good package, April is a good time for an event. April 20-26 is National Drive Safely week. The Network of Employees for Traffic Safety (NETS) -- 200 public and private organizations -- would like to do an April 17 event in anticipation of Drive Safely week.

4. PRESIDENTIAL MEMO on FMLA -- I've surveyed people but haven't found a good reason why we didn't send this in July. It may be because we prepared it BEFORE we sent the legislation to the Hill in September. I just found out John Angell worked on it and will call him at DOE. Per our discussion this morning, I will ask OMB to circulate to agencies and WH offices for comment. Barring any unforeseen objections, we should be able to do soon.

5. Tobacco / Medicaid. HHS and Justice vetted this earlier. Here's a brief overview. HHS argued strongly against bringing a suit against the industry to recover Medicaid and/or Medicare costs for the following reasons. First, under Medicaid, states -- not the feds -- are responsible for seeking recovery of Medicaid expenditures from liable third parties. However, the feds do share in the recovery (after deducting state litigation costs), so feds will be eligible for some of (the limited) funds recovered from Liggett. We could raise the profile of this result of the suit, but AGs are extremely sensitive about it, and the dollar amounts are likely to be very small. Let me know if you want me to explore this. HHS decided earlier not to go after Medicare costs because, roughly speaking, (1) the litigation and analysis needed to support it would be extremely costly and (2) an analysis may indicate that smokers save the government money (by dying before their eligible for Medicare). Let me know if you want me to explore in greater depth and with more precision.

**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: From Elena Kagan

Bucket: OPD

Creation Date: 1997-03-25

Subject: DPC Principals meeting Thursday re: Transportation

Creator: Elena Kagan CN=Elena Kagan/OU=OPD/O=EOP [OPD]

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:25-MAR-1997 16:51:21.00

SUBJECT: Re: Possible NEXTEA Meeting tomorrow

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

READ:UNKNOWN

TEXT:

Tomorrow's mtg is just a mtg. with Gene, Jon Kaplan and me, so I don't think he needs anything. But maybe I'll get him some stuff early for the Thurs. mtg. on NEXTEA, which is bigger. Thanks for the reminder.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:25-MAR-1997 16:57:01.00

SUBJECT: Re: Possible NEXTEA Meeting tomorrow

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

READ:UNKNOWN

TEXT:

OK -- thanks. Here's what I already copied for Gene: (1) NEXTEA press packet; and (2) your e-mail on NEXTEA and truck/auto safety issues, with the attachments.

Also -- did you mean to throw out your Easter egg roll ticket?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:25-MAR-1997 17:04:52.00

SUBJECT: nextea enviro agenda for meeting attached. edit at will

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D25]MAIL40351638A.016 to ASCII,
The following is a HEX DUMP:

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

AGENDA -- NEXTEA ENVIRONMENTAL PROVISIONS

Meeting Thursday, March 26, 1997

1. Message/Information -- There is general agreement that NEXTEA as an major environmental bill is the appropriate message, and that good material on all environmental provisions is available from DOT on their Website and in materials prepared for POTUS event. Additional information on actual impacts of CMAQ and other environmental provisions in the current ISTEA law is being requested by the Hill and needs to be gathered. Ideally, this information should demonstrate objective results (e.g., air quality improvements for CMAQ) as opposed to anecdotes. This info-gathering should be assigned (EPA has begun work on some of this in response to post-hearing questions from the Hill).

2. Outreach -- Administration outreach meetings with environmental/sustainable development groups; conference of mayors; national league of cities, NACO and NGA as appropriate (need input from intergov on this) should be scheduled to update these groups on bill's status, Administration activities, and other legislative proposals on Hill. Initial meetings should be set up through White House with interested agencies attending. These initial meetings should be at the staff level to exchange information. Later meetings with CEOs, Mayors, etc., may be appropriate.

Agency officials should also include the environmental piece in their relevant speeches and look for opportunities to address the environmental issues. DOT and EPA have agreed to exchange speech text for the speeches already made to ensure they're in sync. The basic message is contained in DOT's briefing materials and that should be generally followed.

3. Hill Update/Visits -- We need an update from agencies/leg affairs on hearings held, hearings upcoming, and legislative proposals by opponents (Baucus bill in particular). Assignments need to be made for preparation of a list of members/staff who should get near-term briefings on the environmental issues in the bill and Administration officials to provide the briefings.

4. Coordination/Info Exchange -- A process should be established to ensure that all Administration offices/agencies working on NEXTEA can receive notice of hearings, legislative proposals, markups, requests for information, etc. OMB circulates most of this for clearance now. Can they be asked to also track hearings scheduled, markups and legislative proposals introduced and circulate to the contact list?

TO DO -- SUMMARY

1. Assign production of objective information about impacts of current ISTEA environmental provisions. (EPA; consult w/ DOT?)
2. Assign scheduling of informational meetings with Administration, environmental community, state and local officials. (WH public liaison w/ WH intergovernmental affairs, CEQ. EPA, DOT to provide advice about agenda, invitees).

3. Assign preparation of list of near-term Hill briefings and officials to conduct the briefings.
(WH, DOT, EPA leg affairs; CEQ -- DOT leg affairs to draft?)
4. Establish process for information exchange within Administration. (OMB)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Brian J. Johnson (CN=Brian J. Johnson/OU=CEQ/O=EOP [CEQ])

CREATION DATE/TIME:26-MAR-1997 15:33:11.00

SUBJECT: Re: nextea mtg

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

TEXT:

Thanks.

(For the record, my "level" is the same as Linda's...it's my portfolio that is different. I had heard from other apparently unreliable sources that the subject matter of this meeting was different from the other ongoing meetings and we just wanted to make sure we're handling it the best way. Sorry to bother ya.)

Brian

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:26-MAR-1997 12:56:42.00

SUBJECT: NEXTEA Principals Mtg

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

READ:UNKNOWN

TEXT:

Hi Dorothy --

Is there anything else you'd like me to give Gene for tomorrow's meeting?
[I'll include the same materials from last night]

Thanks,
Anna

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Brian J. Johnson (CN=Brian J. Johnson/OU=CEQ/O=EOP [CEQ])

CREATION DATE/TIME:26-MAR-1997 15:21:21.00

SUBJECT: nextea mtg

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

READ:UNKNOWN

TEXT:

Dorothy,

I've heard a couple people mention to me your NEXTEA meeting tomorrow, which our office is trying to figure out how to cover. Katie is not around, and Linda Lance was planning to cover for us. But I've heard that it may be more of a communications/rollout meeting, which would be me. Or I guess if it's a big meeting we could both come.

I hear you did the agenda? What's your advice?

Brian

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Richard L. Hayes (CN=Richard L. Hayes/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:26-MAR-1997 10:08:20.00

SUBJECT: NEXTEA

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

READ:UNKNOWN

TEXT:

Dorothy, I was not able to make it your meeting the other day, but wanted to follow-up about plans for additional briefings. Maria plans to bring this up at the Gene's principles meeting tomorrow. Did you decide upon a definite date for the follow-up briefing? Who is developing the additional briefing materials? What was decided about the welfare to work event? What do you want OPL to do. At a minimum, we need to be able to invite a number of our groups to the follow-up briefing. Richard

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:26-MAR-1997 12:48:09.00

SUBJECT: Highway Trust Fund

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Per your request and in preparation for tomorrow's NEC meeting, the following is a briefing paper drafted by the Transportation Branch for Michael Deich regarding proposed treatments of the Highway Trust Fund:

Status of Legislative Proposals to Move the Transportation Trust Funds Off-Budget

This paper provides background information on pending legislation that would move the transportation trusts funds off budget (to permit increased spending), and related legislation that would transfer to the Highway Trust Fund the 4.3 cents of the gas tax that currently goes toward deficit reduction. In the near future, the Administration will need to take a position on these bills, which will be considered in the context of the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA).

Background

Gas tax receipts are deposited in the Highway Trust Fund (HTF). Outlays from the HTF are used to support highway, transit and highway safety programs. Under the President's Budget, the HTF balance is projected to rise from \$24 billion at end of 1997 to \$43 billion at the end of 2002 (and to \$48 billion by the end of 2003, when the NEXTEA authorization will lapse). The large and growing balance has led to

claims that the Administration is using the HTF to mask the size of the deficit.

In 1988, then Governor Clinton wrote in the New York Times, "The Federal Government must provide clear and flexible leadership by spending more of our infrastructure trust funds. Billions of taxpayer dollars that were earmarked for infrastructure improvement are idling in Government accounts, collecting interest and being counted against the deficit to give a false impression of deficit reduction."

In the last session of Congress, House Transportation and Infrastructure Committee Chairman Shuster introduced HR 842, the "Truth in Budgeting Act." This bill would have exempted transportation trust fund spending from most budgetary controls other than the line item veto. The Administration "strongly opposed" enactment of H.R. 842 on the grounds that it would require an additional \$50 billion in cuts to other programs if the budget were to be balanced by 2002. In light of overwhelming bipartisan support in the House and strong indications the bill would not be considered by the Senate, a veto threat was not issued. H.R. 842 passed the House by a vote of 284-143 but was not taken up by the Senate.

H.R. 4, "The Truth in Budgeting Act," and related legislation

This year, Rep. Shuster and 160 co-sponsors reintroduced the "Truth in Budgeting Act" as H.R. 4. (Senator Reid has introduced companion legislation as S. 265). H.R. 4 would move the Highway, Airport and Airway, Inland Waterway, and Harbor Maintenance Trust Funds off-budget. Disbursements from these Funds would be exempt from any general budget limitation other than the line item veto. In addition, receipts to and disbursements from these Funds would not count for purposes of the deficit calculation, the Congressional Budget Resolution, or the Budget Enforcement Act. Although current authorizing and appropriations controls would remain in place, appropriators would have no apparent incentive to impose obligation limitations on spending from these funds.

In addition to sponsoring H.R. 4, Shuster is leading an effort to shift to the HTF the 4.3 cents that is now allocated to the General Fund specifically to reduce the deficit. Shuster hopes to achieve this change in the context of reauthorizing ISTEA.

OMB estimates that, by itself, H.R. 4 would increase outlays above the President's policy levels by \$38 billion through 2002 and by \$53 billion through 2003. If, in addition, the 4.3 cents per gallon gas tax is shifted to the HTF, outlays would rise to a total of \$71 billion through 2002 and a total of \$95 billion through 2003.

On February 4, H.R. 4 passed the Transportation and Infrastructure Committee by unanimous consent, and will be referred to the Budget Committee. Rep. Shuster has delayed filing the report while he adds co-sponsors to the bill, while indicating to the House leadership that he is ready to take H.R. 4 to the floor whenever time can be made available. Last week, Shuster completed 4 days of hearings on Member requests for

including in the ISTEA reauthorization approximately 1,500 demonstration projects, with an estimated cost of \$86 billion.

S. 404, "The Highway Trust Fund Integrity Act of 1997," and related legislation

Senator Chafee, chair of the Committee on Environment and Public Works, and four co-sponsors have introduced S. 404, the Highway Trust Fund Integrity Act of 1997. S. 404 would move spending and receipts for the highway account of the HTF into a new Budget Enforcement Act category -- entitled Revenue Constrained Funds (RCFs) -- which would not be subject to sequestration. Spending from the Highway RCF would be permanently appropriated in an amount equal to the tax receipts earmarked for the RCF each year. In 1998, the discretionary caps would be reduced by a lesser amount (the 1997 appropriation for highways).

In the Senate, jurisdiction over transportation and infrastructure spending is split amongst a number of committees. Therefore, S. 404 includes spending for highways (which is within the purview of the EPW Committee), but not spending for transit, highway safety, airports and airways, harbor maintenance or inland waterways. (Chafee was unable to convince Senate Banking to join his bill with a companion transit piece.) As a result of its narrower focus and that it would not permit spending of the HTF balance, S. 404 would increase outlays above President Clinton's policy by only \$5 billion through 2002 and by \$8 billion through 2003.

Last week Senator Daschle for the first time publicly supported efforts to take the transportation trust funds off budget and shift the 4.3 cents gas tax to the Highway Trust Fund. However, he is not planning to co-sponsor a bill or introduce one of his own. Last year Senator Lott co-sponsored a bill to take the Trust Funds off-budget. This year Lott has endorsed shifting the 4.3 cents to the Highway Trust Fund, but has been largely silent moving the Trust Funds off-budget.

Senator Domenici is strongly opposed to both the Reid/Shuster and Bond/Chafee bills. At this point, his staff feel that both bills are bottled up for now, so the Senator has not had to be in the forefront opposing the bills. If this changes, staff report that Senator Domenici would more forcefully and publicly oppose the bills. He does not oppose the spending levels in S. 404, but objects to walling off the budget into special categories. In addition, he has publicly supported shifting the 4.3 cents, but only if it can be spent in a balanced budget plan (a difficult test). Staff feel Senator Domenici can stop S. 404 by himself since it would only be referred to the Budget Committee. However, an off-budget bill would be jointly referred to Government Reform. Conceivably, Government Reform could report out an off-budget bill and after 30 days it would automatically be discharged to the floor, with or without the Budget Committee's approval.

Senator Domenici hopes to relieve the pressure in support of these bills by increasing above the President Clinton's Budget highway spending in his budget resolution. However, EPW staff indicate their members want budget process reform as well, which Domenici opposes. Budget Committee staff expect to begin marking up a resolution in mid-April and passing it by May

15. Senate Environment and Public Works staff are pressing to resolve this issue in conjunction with the resolution, through an understanding between Senators Chafee and Domenici.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Cynthia A. Rice (CN=Cynthia A. Rice/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:26-MAR-1997 15:24:44.00

SUBJECT: Tomorrow's meeting

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

READ:UNKNOWN

TEXT:

Here's my write-up of what we discussed re: welfare to work at our NEXTEA meeting. Bruce thinks we need to develop it further -- in particular add more executive actions.

I am talking to the agencies to develop more ideas.

Thus, please give it to Gene just for his information, not to distribute.

I'll talk to Bruce after 4:00 about whether he wants me to attend tomorrow's meeting for him and I'll call you then.

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D35]MAIL43155548V.016 to ASCII,
The following is a HEX DUMP:

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

Welfare to Work Transportation

Welfare to Work Transportation Proposals

The Administration has proposed two welfare-to-work transportation initiatives:

- NEXTEA includes a six-year, \$600 million grant program to help states, localities, and non-profit organizations develop transportation services to help welfare recipients and other low income workers get to jobs.
- The President's budget includes a \$10 million expansion of HUD's Bridges to Work demonstration project, which connects residents of five cities (Baltimore, Chicago, Denver, Milwaukee, and St. Louis) to suburban jobs and employment-related support services to help keep them in the workforce. The projects, developed by Philadelphia-based Public/Private Ventures, are supported by private foundations as well as HUD and are run by local public-private consortias.

There is at least one proposal in Congress:

- Senator Specter, Santorum, and others plan to introduce a bill which would authorize \$250 million a year for a "reverse commute pilot program" modeled after the Public/Private Ventures program.

Possible Outreach Activities/Events/Executive Actions

There are several types of activities we could consider:

- Administration officials could conduct a briefing for groups concerned about welfare reform to inform them of the Administration's NEXTEA and budget proposals.
- The President could hold a White House meeting to highlight the need for transportation assistance in the welfare-to-work effort. He could promote his proposal and possibly issue executive orders such as one suggested by a consortium of state transportation officials which would require better coordination of existing federal human service transportation programs. Meeting invitees could include:
 - Business, nonprofit, and transportation executives involved in the Baltimore, Chicago, Denver, Milwaukee, and St. Louis Bridges to Work program;
 - National labor and business leaders interested in transportation issues;
 - Bipartisan Congressional sponsors of welfare to work transportation initiatives (i.e., Senators Specter and Santorum);
 - Researchers from Public/Private Ventures, who could possibly release a report on the Bridges to Work program. (The organization plans to release a report in the next month or so but since it examines only at the first six months of program operation, it is unlikely to contain news.)
- The President or Administration officials could visit a transportation site in Baltimore,

PRELIMINARY DRAFT (3/25)

Chicago, Denver, Milwaukee, St. Louis, or elsewhere.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:26-MAR-1997 16:32:05.00

SUBJECT: NEXTEA Agenda

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

READ:UNKNOWN

TEXT:

At last! ===== ATTACHMENT 1 =====

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

TEXT:

PRINTER FONT 12_POINT_ROMAN

AGENDA

NEXTEA Working Group

OEOB Room 231

March 27, 1997

10 a.m.

- I. Congressional Activity (Downey)
- II. Amplification of NEXTEA Message (Downey)
- III. Strategies and Assignments for Targeting Key Groups
 1. Labor (Anderson)
 2. Cities/Mayors (Downey)
 3. Environment/Sustainable Transportation (Lance)
 4. Welfare

-to

-Work (DPC)

5. Other

IV. Highway Trust Fund Off

-Budget Issue (Sperling)

V. April 3 Safety Event (Sperling)

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:26-MAR-1997 15:25:39.00

SUBJECT: Re: nextea mtg

TO: Brian J. Johnson (CN=Brian J. Johnson/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TEXT:

Linda should come. This is an ongoing, high-level working group that will deal with a combination of policy and strategy issues. Insofar as we talk about any "rollout" tomorrow, it will be of a safety title of NEXTEA.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:28-MAR-1997 15:25:56.00

SUBJECT: Weekly report

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

READ:UNKNOWN

TEXT:

File attached.===== ATTACHMENT 1 =====

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

TEXT:

PRINTER FONT 12_POINT_ROMAN_ITALIC

Military Base Reuse: NEC staff is concerned that although DoD's base reuse process is considerably improved as a result of the President's 1993 Five

-Part Plan, some serious problems remain.

The Chief of Staff and I were due to meet this past week with the Deputy Secretary of Defense and the three Service secretaries to discuss these problems. However, DoD officials asked to postpone the meeting for a week, during which time they would develop some "solutions" for White House consideration. This "solutions" meeting is scheduled for April 2; my staff is preparing a background memo for White House staff, based on the briefing we had prepared to give to DoD.

NEXTEA: The ISTEAs reauthorization proposal that you announced on April 12 has been well received. Senator Chafee, chairman of Environment and Public Works, introduced the Administration bill essentially as his own -- an unusual step by a leader of the opposing party. On the House side, NEXTEA is serving as the template for the committee bill and evoked rare praise from Rep. Shuster, who said that, unlike many Administration bills, "this one is not DOA." The NEXTEA interagency working group that I chair is meeting regularly to develop strategies for targeting key groups, coordinate message and outreach across agencies, and identify opportunities for White House involvement.

PRINTER FONT 12_POINT_ROMAN

The safety title of NEXTEA, which will be sent to Congress next month, will propose a "soft sanction" to promote seat belt use: States must adopt a primary seat belt law (one that allows for ticketing solely for failure to use a seat belt) by FY2003 or else 1.5 percent of a state's federal highway funds would be transferred into its highway safety program. I am looking for opportunities for you to announce this proposed policy in a visible way -- possibly in connection with your upcoming meeting with the Big Three CEOs.

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:31-MAR-1997 14:06:21.00

SUBJECT: NEXTEA Environmental Meeting

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

TEXT:

Do you want to participate in this? I think your perspective would be valuable.

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/31/97
02:08 PM -----

Diane R. Montgomery
03/31/97 01:58:17 PM
Record Type: Non-Record

To: See the distribution list at the bottom of this message
cc:
Subject: NEXTEA Environmental Meeting

Per the EPA/DOT/WH office discussions on what the NEXTEA strategy should be, I would like to schedule a meeting between EPA, DOT, CEQ, NEC, and OMB staff to discuss what sort of information might be useful versus what information is available to defend the NEXTEA environmental programs, particularly CMAQ. The overarching purpose of this meeting is to fine-tune our NEXTEA environmental story.

The goal would be to produce a single "educational" document that could be used by EPA, DOT, WH, and OMB in "outreach" sessions with environmental groups and Congress. For example, DOT could provide information on state-by-state break-outs of CMAQ funding under NEXTEA while EPA could provide data on air quality benefits of ISTEA CMAQ projects. This document would serve as a baseline from which Exec. Branch parties can build upon. I think this might be helpful to ensure that everyone is singing from the same song sheet. I realize that EPA and DOT have already begun to prepare materials along these lines. This meeting should serve to coordinate what both EPA/DOT have accomplished to date and what needs to be completed. EPA has also asked that we discuss implementation/process issues.

Could we meet at OMB Wednesday (4/2) at 3:30 pm? If this time is not convenient, please make suggestions for alternative times on Tuesday or Wednesday.

Message Sent

To:

Linda Lance/CEQ/EOP

Dorothy Robyn/OPD/EOP

adler.ken @ epamail.epa.gov @inet

camille.mittleholtz @ ost.dot.gov @ inet

David J. Worzala/OMB/EOP

Jonathan C. Ball/OMB/EOP

David E. Tornquist/OMB/EOP

Mark J. Schwartz/OMB/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:31-MAR-1997 17:30:43.00

SUBJECT: Aggressive driving

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

READ:UNKNOWN

TEXT:

Elizabeth: Dorothy Robyn suggested I drop you a note. I am the new to the Transportation Branch at OMB and am working on NHTSA issues. Last week I was over at DoT discussing several parts of the NEXTEA safety titles and some folks from FHWA mentioned that they had heard of a possible Presidential event for April 17 focusing on aggressive driving. Do you know anything about this? Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 2-APR-1997 11:00:12.00

SUBJECT: Seat Belt Sanctions

TO: Gene B. Sperling (CN=Gene B. Sperling/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

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

CC: Ellen S. Seidman (CN=Ellen S. Seidman/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

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

TEXT:

According to Larry Magid, the Natl. Governors Assn. will be sending a letter over later today asking that we drop the soft sanction provision. NGA routinely opposes sanctions, preferring positive incentives. (NEXTEA already provides for a positive incentive; the soft sanction would be an add-on .) Even though 11 states have primary seat belt laws and some governors have been outspoken in favor of them (Hunt, Glendenning), Larry thinks they won't object to an NGA position opposing sanctions.

In view of this opposition (and we may hear from some other states' rights groups), I assume we may want to send a decision memo to the President. I will draft one based largely on the DOT analysis I circulated earlier.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 4-APR-1997 16:25:49.00

SUBJECT: NEXTEA Safety Titles

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

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

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

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

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

TEXT:

Dorothy, FYI: Following up on some conversations I had last week with FHWA folks, there are currently several proposals which are bouncing around the Secretary's office at DoT which may be candidates for addition to the draft safety titles. The most important of these would be a provision concerning "speed management."

The proposal would require a study of the fatality rates in states which have adopted higher speed limits. If the evidence showed increased fatality rates states would then be tasked to undertake speed management steps -- that is, steps to mitigate the impact of raising the speed limit.

I have not seen a draft of the proposal but I understand it is being debated within DoT and that Secretary Slater has not decided whether to go ahead with it and is weighing the controversial nature of such a proposal and any flaws in the proposal against the purported merits.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 4-APR-1997 10:54:50.00

SUBJECT: Weekly

TO: Leanne A. Shimabukuro (CN=Leanne A. Shimabukuro/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

TEXT:

DOT is ready to deliver to the White House a report you requested on measures to increase seat belt use, but is seeking your approval of a key policy proposal. The report will set an ambitious national goal for belt use (85% by 2000). To reach the goal, DOT is proposing, among other things, that the Administration send legislation to Congress giving states a stronger incentive to pass primary seat belt laws (i.e. laws that allow for ticketing solely for failure to use a seat belt). The NEXTEA bill you announced March 12 includes financial incentives (grants) for states to adopt primary seat belt laws. The new proposal would add a "soft sanction" -- states that do not pass primary laws or achieve 85% belt use by October, 2002, would have 1.5% of their federal highway funds (3% in subsequent years) transferred into their highway safety programs.

The proposal is likely to be effective, since primary belt laws significantly increase belt use and sanctions have effectively moved states to pass transportation safety laws (e.g. zero tolerance laws). Eleven states and DC already have primary seat belt laws, covering a third of all Americans. Belt use in these states is 15% higher than in states with secondary enforcement laws. NHTSA estimates that enactment of a primary law by the remaining 39 states would save 1,800 lives in the first year alone.

The NGA and the governors' safety offices oppose the proposal (Governors Voinovich and Bob Miller sent a letter to Frank Raines) as they have opposed other sanctions. The National Motorists Association (the strongest advocate for repealing the speed limit sanction), individual liberties group, and conservative and western Members of Congress who allied to repeal sanctions in 1995 are also expected to oppose it. A broad coalition will support the proposal, including auto manufacturers, insurance companies, safety advocates, health groups, law enforcement officials, and the National Urban League. DOT believes the proposal has a very good chance of getting congressional approval, particularly because the air bag issue has focused public attention on the importance of seat belts.

Given your and Secretary Slater's commitment to improving auto safety and the expected benefits for the proposal, I recommend you support it.

___ Approve ___ Disapprove

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-APR-1997 18:57:53.00

SUBJECT: Seat Belts

TO: Gene B. Sperling (CN=Gene B. Sperling/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Jake Siewert (CN=Jake Siewert/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

DPC may try to resurrect seat belts as the topic for the President's Saturday radio address. Whether the announcement occurs there, or as a leaked story on Sunday (or by DOT next week), there are three possible components:

1. Release of a DOT report: POTUS directed DOT to report back to him by March 10 on how to increase seat belt use nationally. The report is now ready; it sets an ambitious goal for national seat belt use (85% by 2000) and announces that the Admin. is sending legislation to the Hill that would help achieve the goal.
2. Announcement of legislation to impose "soft sanctions": NEXTEA's safety title will require that, by October 2002, states must either adopt a primary belt law or else reach the goal of 85% belt use by other means. A state that does neither would have 1.5% of its federal highway funds (3% thereafter) transferred to its highway safety program. (State primary belt laws must cover only front seat passengers.)
3. Announcement of an EO. DPC is shepherding a EO that updates a Reagan-era EO requiring federal employees to wear seatbelts. The EO would also step up seat belt enforcement on federal lands, and the primary enforcement would apply to front and back seats.

The soft sanctions provision is controversial with governors but not civil rights groups (the Urban League is on record supporting primary belt laws). NHTSA will meet with NGA this week, but I'm not optimistic about compromise; NGA has opposed all past use of sanctions, including Reagan's use of sanctions to raise the drinking age to 21. Within the Administration, no one has raised any concerns about soft sanctions. (As the draft decision memo I wrote discussed, sanctions have been used by almost every president over the last 30 years, e.g., to reduce the national speed limit to 55 and to get states to adopt secondary belt laws.)

The EO has raised some concerns, in part because federal parks are concentrated in the Western states, where feelings about states' rights

run strongest. I don't have strong views on the EO one way or another; and DPC is willing to drop the EO if it is controversial.

In the meantime, I have persuaded DPC that we need to circulate to Sylvia, Anne Lewis and others in the West Wing a description of the report, soft sanctions provision, and EO. We will do that tomorrow (we're waiting for an exec. summary of the report from NHTSA).

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Richard L. Hayes (CN=Richard L. Hayes/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:11-APR-1997 09:20:17.00

SUBJECT: Additional NEXTEA Briefings

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

READ:UNKNOWN

TEXT:

Dorothy, Maria is pressing me to move ahead and schedule additional briefings for various OPL groups. Do you think we are ready? Do we have the additional talking points? How many and when should we schedule? I will follow your lead, so let me know what you want to do. Thanks.

Richard