

Withdrawal/Redaction Sheet

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. email	Dorothy Robyn to Michael Deich at 12:41:43.00. Subject: Mozelle Thompson and NCARC. (1 page)	04/22/1997	b(6)

COLLECTION:

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

FOLDER TITLE:

[04/14/1997 - 08/06/1997]

2015-0463-F
ab1506

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

CREATION DATE/TIME:14-APR-1997 10:59:40.00

SUBJECT: Re: DRAFT Talking Points on where we are with welfare reform

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

CC: Kevin S. Moran (CN=Kevin S. Moran/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

CC: Ann F. Lewis (CN=Ann F. Lewis/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

TEXT:

Please use this slightly revised version. The President misspoke when he said the caseload decline during the last four years was as large in the increase in the previous 25 years -- it should be first 25 years. Also, NEXTEA provides \$100 million a year for six years for welfare to work transportation for a total of \$600 million.

===== ATTACHMENT 1 =====
ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D78]MAIL41369330Q.116 to ASCII,
The following is a HEX DUMP:

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

Talking Points: The State of Welfare Reform in the Clinton Administration

New Caseload Numbers

- As of January 1997, there were 11.36 million recipients receiving AFDC/TANF, data showing that welfare caseloads have declined by 2,755,000 or 20 percent during the President's first term.
- The welfare rolls have now declined by as much in the past four years as they increased in the first 25 years. And that's a great tribute to all of those who worked on welfare reform as well as to the strength of the America economy.

The Federal Hiring Initiative and Other Hiring Strategies

- As of April 10, 1997, the Federal government pledged to directly hire over 10,000 welfare recipients over the next four years, with most of the hires occurring during the first two years. Further, most agencies will be encouraging their grantees and contractors to hire welfare recipients.
- Each agency Secretary or department head was asked to develop a plan suited to that particular agency. While plan differs, most address the following elements: Agency hiring capacity and available resources; plans for outreach to potential employees; job preparation including formal training, job readiness and education; and plans to retain employees once hired including addressing child care and transportation issues, as well as using existing Employee Assistance Programs and creating mentoring or buddy programs to address personal issues that may arise.
- All agency hiring plans target existing jobs that are either currently open or, due to turnover, are likely to be open soon. The types of jobs targeted include clerical work, mail room positions, student trainees, claims processors, census enumerators, and other entry level positions.
- The Federal government hiring effort is only one piece of President Clinton's larger strategy to make welfare reform a reality. In addition, the President is visiting state legislatures to share the country's best welfare to work practices and to encourage every state to rise to the challenge he has laid out to them; the President has enlisted key members of the business community in his effort, soliciting pledges of help from major CEOs and working to build a larger network of business people who will hire welfare recipients, and; the President continues to reach out to nonprofits and the faith community, similarly urging them to meet his challenge and offering them information and expertise on how to do so.

The President's Budget

- The FY 1998 budget includes \$18 billion over five years to address overly deep budget cuts -- primarily affecting nutrition programs, legal immigrants, and children -- that are unrelated to welfare reform. Specifically, the President's budget seeks to restore SSI and Medicaid eligibility for disabled immigrants (\$13.7 billion in SSI and Medicaid costs); restore Medicaid eligibility for non-SSI immigrant children (\$.2 billion in Medicaid costs only); extend the refugee exemption period from 5 to 7 years (\$.7 billion in SSI and Medicaid costs), and; delay the Food Stamp ban until the end of FY 1997 (\$.2 billion, costs occurred in FY '97).
- The FY 1998 budget also includes \$3.6 billion for incentives to the private sector, states, cities and localities for job creation and job placement, especially targeted to the hardest to place welfare recipients including: an enhanced expanded Work Opportunity Tax Credit (WOTC) that would allow employers to claim a 50% credit on the first \$10,000 in wages for two years for hires who were long-term welfare recipients and create a new category of eligible workers by expanding the credit to cover able-bodied childless adults aged 18-50 who, under Administration's Food Stamp proposal, would face a more rigorous work requirement in order to keep their benefits.
- The FY 1998 budget includes \$600 million in transportation funds as part of the Administration's NEXTEA proposal to transport thousands of welfare recipients to jobs and training including an initiative to offer grants to states and local entities for new or modified transportation services that ensure access to work for low-income workers.

The New Welfare Law

- The new \$16 billion Transitional Assistance to Needy Families (TANF) program provides states the opportunity to build systems that reward work, invest in people, demand responsibility, and overcome dependency -- but states must take advantage of this opportunity and design programs that will prepare recipients for work, place recipients in jobs, *and* help keep those women in the jobs once they get them.

Other Clinton Administration Accomplishments

- As a result of the Administration's crackdown on child support enforcement, child support collections increased by 50% in the last four years, from \$8 billion in 1992 to a record \$12 billion in 1996.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 15-APR-1997 13:50:46.00

SUBJECT: outreach on NEXTEA

TO: Richard L. Hayes (CN=Richard L. Hayes/OU=WHO/O=EOP @ EOP [WHO])
READ: UNKNOWN

TEXT:

I agree w/ Dan.

----- Forwarded by Dorothy Robyn/OPD/EOP on 04/15/97
01:53 PM -----

Daniel C. Tate
04/15/97 01:28:00 PM
Record Type: Record

To: Dorothy Robyn/OPD/EOP
cc: Ananias Blocker III/WHO/EOP
Subject: outreach on NEXTEA

I wanted to follow up on the meeting yesterday and clear up the murk I left toward the end of the meeting. After stating that I thought John (DOT) and I were "saying the same thing", he restated that he thought the Urban Meeting should not include a range of issues and CMAQ. I DO NOT BELIEVE THAT IS THE PROPER WAY TO APPROACH THE OUTREACH.

I think we should use the White House meetings to go through our agenda generally. In the Houston example provided by DOT we would talk about the urban benefits to the bill. Those benefits should go beyond the obvious economic benefits to include issues like CMAQ because of the positive effect that program has on urban areas. While CMAQ would not be the focus, it should be included in the range of issues. That event could be followed at a later date with more specific conversations on individual components of the event like "welfare-to-work" or CMAQ.

Anyway, I hope this helps. Dan

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dainel C. Tate (CN=Dainel C. Tate/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:15-APR-1997 13:29:23.00

SUBJECT: outreach on NEXTEA

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

TEXT:

I wanted to follow up on the meeting yesterday and clear up the murk I left toward the end of the meeting. After stating that I thought John (DOT) and I were "saying the same thing", he restated that he thought the Urban Meeting should not include a range of issues and CMAQ. I DO NOT BELIEVE THAT IS THE PROPER WAY TO APPROACH THE OUTREACH.

I think we should use the White House meetings to go through our agenda generally. In the Houston example provided by DOT we would talk about the urban benefits to the bill. Those benefits should go beyond the obvious economic benefits to include issues like CMAQ because of the positive effect that program has on urban areas. While CMAQ would not be the focus, it should be included in the range of issues. That event could be followed at a later date with more specific conversations on individual components of the event like "welfare-to- work" or CMAQ.

Anyway, I hope this helps. Dan

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:15-APR-1997 12:50:33.00

SUBJECT: Senate Approps Hearing on ISTE A

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TEXT:

In an unusual hearing regarding authorization issues on April 10, the Senate Appropriations Subcommittee on Transportation called for higher transportation funding under reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA). Subcommittee Chairman Richard Shelby (R - Ala) joined Ranking Member Lautenberg (D - NJ), full committee Ranking Member Byrd (D - WV), and Senator Ted Stevens (R - Alaska) in calling for "more money and fewer categories". Stevens went the furthest, saying he did not join his colleagues in asking for \$26 billion in annual transportation spending from Budget Committee Chairman Pete Domenici (R-NM) because such a level was not high enough to meet the needs of Alaska.

The hearing was praised by Senator Lautenberg for being "intermodal"; however, rail issues were notably absent from the discussion. Witnesses included acting Highway Administrator Jane Garvey, Transit Administration Gordon Linton, and Highway Safety Administrator Dr. Ricardo Martinez. While Railroad Administrator Jolene Molitores was not invited to testify, Ranking Member Lautenberg noted that Amtrak issues will be discussed in a separate hearing.

In their opening statements, members concentrated on projects of interest to their home states. Senator Byrd committed to funding completion of the Appalachian Regional Highway, Senator Stevens focused on a greater share of highway funding to serve Alaska's sparse population, Senator Lautenberg called for continued investment in New Jersey Transit, Senator Bennett (R - UT) requested dedicated funding for any U.S. city hosting the Olympic Games, and Senator Murray (D - WA) bemoaned the Administration's proposed elimination of dedicated ferry funds.

In an interesting interchange regarding repayment of New York, New Jersey, and Pennsylvania for construction of their turn-pikes, Senators Shelby, Stevens, Faircloth, and Byrd seemed to form an informal consensus to shift funds away from repayment and toward rural infrastructure development.

While the hearing focused mainly on funding levels and member projects, the following issues arose in the question and answer period:

New Starts:

Senator Shelby expressed concern that the Administration's proposed New Start obligation level would cripple new start projects, and asked if the planned re-write of Los Angeles's Full Funding Grant Agreement would free-up funds. Administrator Linton replied that increased authorization levels allow for increased obligations, and that the LA FFGA re-write would focus on management improvements, but not decrease dedicated funding.

Allocation Formulae:

Numerous senators mentioned allocation discrepancies. Senator Lautenberg expressed concern about the disincentives for environmental efficiency created by inclusion of vehicle miles traveled in the allocation formulae. Senator Stevens pointed to the fact that large states such as Alaska need more roads to cover more land, but that current and proposed

formulae focus on population to determine funding levels.

Safety:

Senator Byrd called for zero-tolerance of both youth drunk-driving and aggressive driving. He suggested legislation on aggressive driving might be in order.

Senator Faircloth criticized the use of automated truck safety inspection data in enforcement activities. He called subpoena of such data a "disincentive" to implementation of new automated safety equipment.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Lynn G. Cutler (CN=Lynn G. Cutler/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME: 15-APR-1997 09:44:00.00

SUBJECT: Meeting on Monday, April 14 at 4 pm

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

READ: UNKNOWN

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

READ: UNKNOWN

TEXT:

This message is from Lynn's Assistant, Suzanne Dale. Would you please add me to your distribution lists so that I can make sure Lynn gets to all of the NEXTEA meetings? Thanks.

----- Forwarded by Lynn G. Cutler/WHO/EOP on 04/15/97
08:57 AM -----

Dorothy Robyn
04/14/97 09:00:42 AM
Record Type: Record

To: Lynn G. Cutler/WHO/EOP
cc:
Subject: Meeting on Monday, April 14 at 4 pm

I didn't send this to you because you're on my NEXTEA "principals" (rather than staff) list. But you'd be very welcome. Janno Lieber and John Horsley will be there, and, among other things, we'll talk about doing a White House briefing in late April that was suggested by Mayor Lanier (sp?) of Houston -- on rebuilding of inner cities using transportation investment. Ideally, we would get Cuomo, in addition to Slater, Sperling and Lanier as speakers.

----- Forwarded by Dorothy Robyn/OPD/EOP on 04/14/97
08:58 AM -----

Gay L. Joshlyn
04/11/97 01:19:46 PM

Record Type: Record

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

cc:

Subject: Meeting on Monday, April 14 at 4 pm

Dorothy Robyn would like to meet on Monday, April 14 at 4 pm in OEOB Room 476. The purpose of the meeting is to catch up on NEXEA developments and start things rolling on White House briefings and other White House outreach. Please call me at 456-2801 for clearance.

Message Sent

To:

Stephen B. Silverman/WHO/EOP
Linda Lance/CEQ/EOP
Bruce Nilles @ 514-4231 @ fax
Seth Harris @ 219-9216 @ fax
Jennifer O'Connor @ 219-9216 @ fax
John Horsley @ 366-4563 @ fax
John Lieber @ 366-7127 @ fax
Cynthia A. Rice/OPD/EOP
Ken Adler @ 260-2300 @ fax
John Monahan @ 690-7203 @ fax
Paul Leonard @ 708-5536 @ fax
Alison E. Bracewell/WHO/EOP
Ananias Blocker III/WHO/EOP
Dan Tate @ 456-2604 @ fax
Dorothy Robyn/OPD/EOP
Richard L. Hayes/WHO/EOP
David E. Tornquist/OMB/EOP
Diane R. Montgomery/OMB/EOP
Henry C. Kelly/OSTP/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-APR-1997 11:33:18.00

SUBJECT: Re: Puerto Vallarta

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

TEXT:

I didn't go; have a seat belt event today and other NEXTEA responsibilities. I didn't really feel they needed me (once I rewrote the horribly written contribution). It's going fine so far. Looks like the 98 AP will be in Brazil, but probably not til April. We'll have debrief session on Thurs or Fri.

Turetsky tried to hold the news til after the AP; it leaked early.

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

CREATOR: Lauren J. Boyd (BOYD_L) (OA)

CREATION DATE/TIME:18-APR-1997 09:58:48.04

SUBJECT: Transportation Report on NEC Home Page

TO: Sonyia Matthews (MATTHEWS_S) Autoforward to: Remote Addressee (Sonyia
Matthews@eop@lngtwy@copmr) (OPD)
READ:NOT READ

TEXT:

Sonyia,

The last two documents are on NEC's home page on athena, ready for your review/approval: Budget and NEXTEA. They are linked from the top page, as requested under a Budget category and Transportation category, respectively.

Please let me know when they are ready for production.

Thanks,

Lolly

Withdrawal/Redaction Marker

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[04/14/1997 - 08/06/1997]

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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:28-APR-1997 09:51:22.00

SUBJECT: NEXTEA briefings

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

READ:UNKNOWN

TEXT:

Hi Dorothy. Do you know where the memo is that John Horsley and I worked on regarding additional NEXTEA briefings. He has been out and I have not been able to reach him? However, when we last talked, he said that he was going to send to you for comments and submit.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:28-APR-1997 12:42:17.00

SUBJECT: Re: NEXTEA briefings

TO: Richard L. Hayes (CN=Richard L. Hayes/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

TEXT:

I think he's probably trying to get a commitment of Slater's time on the dates in the memo. Plus, they had a retreat on Thurs. and Fri. I expect I'll hear from John today.

I'm concerned about how to reach out to and mobilize the mayors. You might raise that w/ Lynn Cutler and see what ideas she has that we can act on pretty quickly.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Thomas L. Freedman (CN=Thomas L. Freedman/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:30-APR-1997 18:56:42.00

SUBJECT: Good News/ Bad News

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

READ:UNKNOWN

TEXT:

1. The drunk driving forfeiture provision is included in Chafee's NEXTEA bill (S.468) so I suspect we may have already trumpeted our support for this idea. (The way the provision works, I was a little fuzzy in the meeting, is states get grants if they do 4 of a list of eight things-- the bills generally simply add forfeiture as one of the things that a state can do to qualify). (Also, I'm suspicious of the Portland study that showed such a dramatic decrease in deaths)(I'm still bullish on the idea)(I'll tell elena about all this)...I'm also bullish on parentheticals right now.

2. The Times editorialized for the anti-gun running bill today.

3. I think I have some useful stuff for you in the long-term strategy memo, I know we have to cancel tomorrow, but I would like to reschedule. I have some some process/public relations/goals ideas that might be helpful.

4. I hope the radio cheap shot doesn't bug you too much, as my brother says, "you're too big for that."

See you later, Tom

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:30-APR-1997 19:44:28.00

SUBJECT: Draft NEXTEA Outline

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Attached you will find a rough draft of the outline for the environmental piece, sample attachments, and sample questions and answers. I welcome your input.

There are a few specific areas where I would appreciate your guidance:

- 1) How do we approach national versus local benefits of programs?
- 2) I've included a "model" example section after each program discussion. David Worzala suggested that for the program other than CMAQ, we could use a quote from a third party promoting the program. Could be a good space saving idea.
- 3) Since the authorized level for Recreational Trails is reduced in NEXTEA (NEXTEA authorization equals average actual ISTEA appropriations), should it be included in the piece? DOT's argument is that the increase in Enhancements can cover the decrease in Recreational Trails.
- 4) I've include CMAQ changes (STP provision and CMAQ flexibility restrictions, see bullets 4 and 5 under NEXTEA section). Should these be included?

I realize the document is kind of long. Because of the length, David Worzala suggested that we could create two documents, i.e., a brochure with highlights and a paper to support the brochure. I'm sure some sections/ideas will be dropped and others will be added.

Please note that the performance measures are only my suggestions. I'm not sure how DOT/EPA will react to them. Please note that I've specifically ventured away from the usual flexibility, MPO empowerment, and planning arguments. I think those benefits have already been well-articulated.

Please give me a buzz once you've had a chance to review and comment and let me know if you have any questions. I hope this moves us in the right direction.

Thanks,
Diane
5-3834

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D80]MAIL43211791G.116 to ASCII,

The following is a HEX DUMP:

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

Proposed NEXTEA Environmental Message

TITLE: Building a Sustainable Transportation System for the 21st Century: Key Environmental Provisions in the National Economic Crossroads Transportation Efficiency Act (NEXTEA)

THEME: The Intermodal Surface Transportation Efficiency Act's (ISTEA) environmental programs should be preserved and improved upon in NEXTEA because these important programs provide tangible environmental and transportation benefits to our Nation's local communities.

I. Quotes

- A. Clinton
- B. Slater
- C. Browner

II. Overview of ISTEA Environmental Programs/Provisions

THEME: ISTEA was a landmark piece of legislation because it recognized for the first time the impacts of transportation on the environment and implemented programs to mitigate those impacts.

- A. Introduced New Programs: CMAQ, Enhancements, Recreational Trails, and Scenic Byways
- B. Provided Critical Funding
- C. Introduced Other Critical Components: Flexibility, Planning Requirements, Fiscal Constraint

III. Benefits of ISTEA Environmental Programs

A. CMAQ

1. Goal: To Reduce Congestion and Improve Air Quality
2. Funding: Table by Year
3. Performance Indicators
 - a) Congestion-Related Benefits
 - 1) Benefits highway and transit users: number/funding of CMAQ projects: % highway, % transit, % other.
 - 2) Traffic flow improved by X%
 - 3) X % of CMAQ flexed to transit
 - 4) Number/funding for rail
 - 5) X numbers of transit riders
 - 6) Reduced congestion and travel time, \$
 - (b) Air Quality Benefits
 - (1) Reduced VOCs by X Tons
 - (2) Reduced VMT by X miles, X vehicle trips/cars, X cold starts

- (3) Reduced number of people living in non-attainment areas
 - (4) Number of new alternative fuel buses purchased
 - 2. Two “Model” Examples of Innovative Air Quality and Congestion Mitigation Projects, e.g., rail, IM (targets problem), HOVs, benefits to non-attainment areas, i.e., even marginal are important

B. Enhancements

- 1. Goal: To Improve and Preserve the Transportation Network and Mitigate the Impacts of Transportation Projects on the Environment
- 2. Funding: Table by Year
 - a) Number/Funding by Types of Projects
- 3. Performance Indicators
 - a) Improving and Preserving Transportation Network
 - (1) Miles of Bike/Pedestrian Paths
 - (2) Miles of Railways Preserved
 - (3) Number of Transportation Facilities Preserved
 - b) Mitigating the Impacts of Transportation Projects on the Environment
 - (1) Number of Water Pollution Mitigation Projects
 - (2) Number of Billboards Removed
 - (3) Acres of Landscaping/Beautification
- 4. 1 “Model” Example

C. Recreational Trails

- 1. Goal: To Provide a Diverse Trail System within our Nation’s Parks and Forests
- 2. Funding: Table by Year
- 3. Performance Indicators
 - a) Number/Funding by Types of Trail
 - b) Miles of Trail by Type
- 4. 1 “Model” Example

D. Scenic Byways

- 1. Goal: To Preserve and Protect our Nation’s Most Scenic Roads
- 2. Funding: Table by Year
- 3. Performance Indicators
 - a) Number/Funding by Project Type
 - b) Miles of Byways
 - c) Miles of All-American Roads
- 4. 1 “Model” Example

IV. Overview of NEXTEA Environmental Programs/Provisions

THEME: ISTEAs link between transportation and the environment should be preserved and improved in NEXTEA because this nexus benefits transportation and

environmental interests alike.

A. CMAQ

1. Increases funding
2. Eligibility expanded to include new nonattainment areas, vehicle scrappage
3. Funding expanded to particulate matter, carbon monoxide, maintenance areas
4. Protects States from negative impact as result of new nonattainment areas
5. Allows flexibility in use of CMAQ funds if States are meeting or maintaining air quality standards

B. Enhancements

1. Increases funding
2. Requires transportation link

C. Recreational Trails

1. Provides \$42 million
2. Provides direct authorization for funding from Highway Trust Fund
3. Allows up to 80% federal share
4. Permits States programmatic match rather than project-level match

D. Scenic Byways

1. Allows Federal agencies to make non-Federal match
2. Expands eligibility to marketing programs

V. Benefits of NEXTEA Environmental Programs

A. CMAQ

1. Projections of Continued Benefits

a) Congestion Mitigation

- 1) Traffic flow improved by X%
- 2) X % of CMAQ flexed to transit
- 3) Number/funding of rail projects
- 4) X numbers of transit riders
- 5) Reduced congestion and travel time, \$

b) Air Quality Benefits

- 1) Reduced VOCs by X Tons
- 2) Reduced VMT by X miles, X vehicle trips/cars, X cold starts
- 3) Reduction in number of people living in non-attainment areas
- 4) Number of new alternative fuel buses purchased

B. Enhancements

1. Projections of Continued Benefits

- a) Improving and Preserving Transportation Network
 - (1) Miles of Bike/Ped Paths
 - (2) Miles of Railways Preserved
 - (3) Number of Transportation Facilities Preserved
- b) Mitigating the Impacts of Transportation Projects on the Environment
 - (1) Number of Water Pollution Mitigation Projects
 - (2) Number of Billboards Removed
 - (3) Acres of Landscaping/Beautification

C. Recreational Trails

- 1. Projections of Continued Benefits
 - a) Number/Funding by Types of Trail
 - b) Miles of Trail by Type

D. Scenic Byways

- 1. Projections of Continued Benefits
 - a) Number/Funding by Project Type
 - b) Miles of Byways
 - c) Miles of All-American Roads

V. Conclusion

Sample Attachments:

Attachment A: Total Funding Comparison by Program by State over ISTEA and NEXTEA

Attachment B: States Who Will Gain Funding from CMAQ STP Provision

Attachment C: List of Current Nonattainment Areas Versus New Nonattainment Areas (Map)

Attachment D: List/Miles of Recreational Trails Per State

Attachment E: List/Miles of National Scenic By-ways per State

Questions and Answers:

- 1) If funds are not used for congestion mitigation and air quality protection, how much would air and congestion increase?
- 2) Environmental projects also have economic development benefits. Please provide a quantitative analysis of these benefits for five model projects.
- 3) How does Federal CMAQ spending compare with total Federal costs of emissions reduction measures undertaken during the ISTEA period. How does this spending reflect on effectiveness of program?

4) STP funds will be used to supplement CMAQ funds once the new nonattainment areas are determined and factored into the CMAQ apportionment. Some States will benefit from this provision and some States will lose. Please provide a State-by-State funding break-out of those States that will gain and those States that will lose.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 1-MAY-1997 16:04:38.00

SUBJECT: Conference Call at 5:30 today on NEXTEA

TO: Katherine Hubbard (CN=Katherine Hubbard/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

TO: Daniel C. Tate (CN=Daniel C. Tate/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

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

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

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

TO: Richard L. Hayes (CN=Richard L. Hayes/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

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

TEXT:

As you know, we've scheduled a NEXTEA briefing for Wed., May 7, between 10 am and noon, in the Roosevelt Room. The goal is to emphasize the Admin's commitment to NEXTEA -- especially CMAQ.

If possible, could you join a conference call today at 5:30 pm to go over what we need to decide/do for the briefing. The call number is 6-6755; code is 5109.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 2-MAY-1997 12:53:47.00

SUBJECT: NEXTEA briefing

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

TEXT:

Are we set for next Wednesday? Speakers, program, etc. I will be out this pm, but will be in over the weekend. Please leave me a message if I need to do anything. Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 5-MAY-1997 19:38:40.00

SUBJECT: Meetings that affect you this week

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

READ:UNKNOWN

TO: Emil E. Parker (CN=Emil E. Parker/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

FYI -- here are the meetings, on the schedule, that affect you this week:

1. Reed WTW mtg -- with Lorenzen and Jenkins. This is FYI'd on Gene's schedule for tomorrow at 11:45. It's unclear whether Gene will go.
2. DPC Principals mtg re: WTW -- this is Thursday at 3:00 p.m.
3. NEXTEA Briefing with Senior leg Reps from organized labor -- this is Dorothy's show, but since it's labor, thought you'd like to know.
4. NEC Principals Meeting -- Wednesday at 6:00, I don't know what's on the agenda yet, I'll let you know if I learn more.

That's all I know -- for now!!

Thanks,

Anna

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Leanne I. Johnson (CN=Leanne I. Johnson/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME: 5-MAY-1997 12:08:24.00

SUBJECT: Rhodes draft

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

READ:UNKNOWN

TEXT:

Hi Elizabeth,

Is this draft okay?

----- Forwarded by Leanne I. Johnson/WHO/EOP on 05/05/97
12:03 PM -----

Leanne I. Johnson
04/29/97 11:32:04 AM
Record Type: Record

To: Elizabeth Drye/OPD/EOP

cc:

Subject: Rhodes draft

Hi Elizabeth,

Thanks for your suggestions on this draft (to Minnesota state rep.). It follows for your edits/approval.

Draft:

Thank you for your thoughtful letter. I deeply appreciate your support for my Administration's efforts to improve safety on our nation's roads.

Like you, I believe that we must do all we can to help parents fulfill their greatest responsibility -- ensuring the care and safety of their children. That is why my National Economic Crossroads Transportation Efficiency Act includes a provision stating that states which have not reached the goal of 85 percent seat belt use by the year 2002, or have not passed a primary seat belt law, will have 1.5 percent of their federal highway funds redirected to existing safety programs. I believe that this is important as we seek to strengthen law enforcement efforts across America to increase compliance with safety laws.

As I said in a memo to the Secretary of Transportation earlier this year, we have made steady progress in improving highway safety over

the years. However, there are still far too many deaths and injuries on our nation's roads. Seatbelts must be our first line of defense. I am convinced that increasing seat belt use will save lives and reduce injuries.

Again, thank you for support of our efforts to encourage states to adopt primary seat belt laws. I have shared your letter and the copy of your bill with my staff in the Domestic Policy Council, and I look forward to continuing our work together.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 5-MAY-1997 19:27:42.00

SUBJECT: Meetings that affect you this week

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

READ:UNKNOWN

TEXT:

Dorothy: Gene has several meetings on his calendar this week that affect you. I'm sure you know about at least some of them, but, just in case, here they are:

1. NEXTEA Briefing -- this is FYI'd on Gene's schedule for 10:00 a.m. Wednesday.
2. Machinists meeting -- John Podesta asked Gene to do this meeting. It's tentatively on Wednesday, although it may be pushed back.
3. NEXTEA Briefing with Senior Leg Reps from Organized Labor -- this is FYI'd on Gene's schedule for 1:00 p.m. Friday.

This is all I know about these meetings for now. Please let me know if you need more information . . .

Thanks,
Anna

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-MAY-1997 19:39:28.00

SUBJECT: Materials

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

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

TEXT:

I reviewed DOT's 6:00 pmish version of the NEXTEA materials and sent my comments via fax to Camille at DOT about an hour or so ago. Unless you would like me to stay to review a more recent version, I plan to head home in about 20 minutes (@8:00 pm). I'd be happy to stay if you think I'll need to review anything, just let me know.

Thanks,
Diane

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-MAY-1997 09:28:24.00

SUBJECT: conf. call

TO: Richard L. Hayes (CN=Richard L. Hayes/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

TEXT:

FYI; Gay will be in touch.

----- Forwarded by Dorothy Robyn/OPD/EOP on 05/06/97
08:53 AM -----

Dorothy Robyn
05/06/97 08:48:10 AM
Record Type: Record

To: Gay L. Joshlyn/OPD/EOP
cc:
Subject: conf. call

I need to do a conference call this afternoon with Dan Tate and/or Andy Blocker (Legis. Affairs), Janno Lieber (DOT), Richard Hayes (Pub. Liaison), and Jennifer O'Connor. The call can be any time this afternoon. I've left messages with Dan and Andy asking them to call you as to their availability. could you call Richard and Jennifer (Janno will make himself available -- you don't need to call him until you've got it set up). I'm available any time.

Could you try to set this up. The subject is the Friday meeting on NEXTEA w/ lobbyists from the AFL-CIO building and transportation trades (it's tentatively set for 1-2:30 in Room 180, but the time could change).
Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-MAY-1997 09:28:24.00

SUBJECT: conf. call

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

READ:UNKNOWN

TEXT:

I need to do a conference call this afternoon with Dan Tate and/or Andy Blocker (Legis. Affairs), Janno Lieber (DOT), Richard Hayes (Pub. Liaison), and Jennifer O'Connor. The call can be any time this afternoon. I've left messages with Dan and Andy asking them to call you as to their availability. could you call Richard and Jennifer (Janno will make himself available -- you don't need to call him until you've got it set up). I'm available any time.

Could you try to set this up. The subject is the Friday meeting on NEXTEA w/ lobbyists from the AFL-CIO building and transportation trades (it's tentatively set for 1-2:30 in Room 180, but the time could change). Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-MAY-1997 08:10:20.00

SUBJECT: Lunch

TO: Michael Deich (CN=Michael Deich/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:

Unfortunately I need to reschedule lunch for today; between the NEXTEA briefing this morning and a just-scheduled meeting on BRAC, my lunch hour has been squeezed out. I'll reschedule w/ Pat.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-MAY-1997 18:09:04.00

SUBJECT: NEXTEA List

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

CC: camille.mittelholtz (camille.mittelholtz @ ost.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

CC: Randolph M. Lyon (CN=Randolph M. Lyon/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.savonis (michael.savonis @ fhwa.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

CC: adler.ken (adler.ken @ epamail.epa.gov @inet [UNKNOWN])
READ:UNKNOWN

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

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

TEXT:

Per your request, I am summarizing the key outstanding issues raised during the NEXTEA meeting regarding EPA's analysis:

1) Multi-year Project Costs. DOT will check with State DOTs to qualitatively check whether there are many multi-year projects to identify the magnitude of the issue. DOT will follow-up with EPA tomorrow on this.

2) Median versus Mean. EPA will compare the median and mean cost per ton emissions reduced per project category to verify that using the median is a conservative assumption.

3) Funding. EPA will revise its analysis to reflect the funding levels assumed in the President's Budget.

3) Presentation. As you mentioned, this will be a significant issue, both agencies will give thought to how best to present the data.

Thanks,
Diane

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-MAY-1997 11:50:15.00

SUBJECT: Re: NEXTEA Briefing

TO: MANNING.COURTNEY (MANNING.COURTNEY @ EPAMAIL.EPA.GOV @ INET @ LNGTWY [UNKNOWN])

READ:UNKNOWN

TEXT:

David Gardiner did a great job! (Just FYI, I didn't receive either of your e-mails until sometime this morning. There's apparently a considerable delay in the transmission.)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-MAY-1997 13:02:41.00

SUBJECT: Re: NEXTEA Meeting

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

READ:UNKNOWN

TEXT:

I've got a mtg. at 3 w/ Daschle's staff on NEXTEA; I'll come to mtg. if I
get back in time, but I'm not sure I will. How long do you expect it to
go?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-MAY-1997 12:31:42.00

SUBJECT: NEXTEA Meeting

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

I have reserved Rm. 9104 of the NEOB for this afternoon's DOT/EPA NEXTEA meeting. Because I would like 3-4 other key OMB examiners (i.e., air experts, econ. policy, etc.) to be able to participate, it is most convenient for them to have the meeting here. I hope that is O.K. - - I would have waited to discuss with you, but I need to get clearance information from the agencies. I've talked with Camille at DOT and left a message for Ken Adler at EPA.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-MAY-1997 15:55:58.00

SUBJECT: Fri. NEXTEA mtg.

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

TEXT:

I dis-invited Gene; having him at the mtg. would elevate it too much. (He probably wouldn't have made it anyway.)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:12-MAY-1997 16:59:17.00

SUBJECT: VPs Talking Points

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

I understand that DPC is pulling together talking points for the VP regarding the Brownfield's Redevelopment Initiative. I mentioned to the lead here at OMB that I was not sure it was appropriate to highlight the Sustainable Transportation R&D program in the talking points, mainly because it is not included in NEXTEA and not all of the funds are to be used for brownfields (part of the goal was to address global climate change issues).

Your call. I believe that Paul Weinstein is the contact at DPC.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:13-MAY-1997 19:56:10.00

SUBJECT:

TO: John Lieber (John Lieber @ 366-7127 @ fax [UNKNOWN])

READ:UNKNOWN

TEXT:

Do you have any additional invitees for the May 19th briefing? I think you were going to look at Mindy Glover's list and see if we're missing anyone. Someone today raised the question of whether we should invite more main-line transportation groups to try to buy them into the welfare piece of NEXTEA.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:13-MAY-1997 17:38:40.00

SUBJECT: NEXTEA

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

TEXT:

Admin. is seeking a surface transportation reauthorization bill that addresses key presidential priorities, including protecting the environment (the Congestion Mitigation and Air Quality and Transportation Enhancements programs), improving safety, and speeding welfare recipients' transition to work. The House and Senate will markup after Memorial Day, with CMAQ as the major battleground.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:13-MAY-1997 10:23:48.00

SUBJECT: Welfare to work event

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

I'm working with DPC and DOT on the welfare-to-work event on May 20 (Cynthia Rice is having a mtg. tomorrow at 2:30). Purpose is to launch the W-to-W Partnership. The POTUS remarks will focus on the transportation piece of welfare-to-work: he will announce 25 DOT planning grants (\$10K) to states and strongly highlight the \$100M/yr. in NEXTEA for w-to-w transportation services.

On May 19, we will have a briefing, for 40-60 people, focused on w-to-w transportation services, transit and other aspects of NEXTEA key to inner cities. (We won't deal w/ DBE issue; will have separate briefing on that once DOT regs are out.) Participants will be Slater, Bruce Reed, Gordon Linton (head of Fed. Transit Admin.), Janno Lieber (DAS for policy in DOT), and some mayor.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:13-MAY-1997 19:19:53.00

SUBJECT: NEXTEA Final Call

TO: adler.ken (adler.ken @ epamail.epa.gov @ inet [UNKNOWN])
READ:UNKNOWN

CC: michael.savonis (michael.savonis @ fhwa.dot.gov @ inet [UNKNOWN])
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: camille.mittelholtz (camille.mittelholtz @ ost.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

CC: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])
READ:UNKNOWN

TEXT:

After reviewing the methodology used by EPA, I think we are ready to wrap this process up. To facilitate conclusion, I ask that EPA provide 2 things:

1) Please fax to CEQ, NEC, OMB, and DOT your revised CMAQ 1-pager and the supporting material that you would like to be used for public consumption. This will serve to prepare everyone for a conference call late Wednesday afternoon (tentatively scheduled for 4:30pm) to discuss presentation/production issues.

2) Please also provide a table to OMB comparing the median and mean emissions reductions for NOx and CO similar to the table provided for VOC emissions reductions.

Thanks,
Diane

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:14-MAY-1997 13:55:52.00

SUBJECT: NEXTEA Materials

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

I just spoke with EPA. I'm not sure that they will have the 1-pager and supporting materials ready for everyone to review before the conference call this afternoon. Assuming that we will not have them, do you still want to have a conference call? If so, can one of you provide a number and code that I can give to EPA and DOT to dial into?

Thanks,
Diane

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:14-MAY-1997 09:29:53.00

SUBJECT: Re: NEXTEA Final Call

TO: Adler.Ken (Adler.Ken @ epamail.epa.gov @ INET @ LNGTWY [UNKNOWN])
READ:UNKNOWN

CC: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])
READ:UNKNOWN

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

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

TEXT:
Ken:

At the meeting last week I made a very simple straightforward request that EPA demonstrate that the median is more conservative than the mean for all three types of pollutants. You have done it for VOC, we await your analysis for NOX and CO.

Regarding paper, we understood there would be a shorter paper for general distribution and a more detailed one for the wonks who want to see the details. We look forward to receiving both for review.

Once we have received both the analysis and the writeups, we should be able to clear the reports quickly.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:14-MAY-1997 15:36:35.00

SUBJECT: Re: NEXTEA Materials

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

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

TEXT:

i don't think a conference call will be productive without some paper.
unless you think the process is falling apart and needs to be jump
started, let's schedule something tomorrow after we get the paper. ok w/
you all?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Adler.Ken@epamail.epa.gov@INET@LNGTWY (Adler.Ken@epamail.epa.gov@INET@LNGTWY [UNKNOWN])

CREATION DATE/TIME:14-MAY-1997 08:35:34.00

SUBJECT: Re: NEXTEA Final Call

TO: Dorothy Robyn@EOP (Dorothy Robyn@EOP [OPD])
READ:UNKNOWN

TO: Linda Lance@EOP (Linda Lance@EOP [CEQ])
READ:UNKNOWN

TO: David E. Tornquist@EOP (David E. Tornquist@EOP [OMB])
READ:UNKNOWN

TEXT:

I am not sure what one-pager you are talking about. I will be sending around the revised CMAQ paper, data, and figures this morning.

Regarding your request for the mean and median estimates for NOx and CO, we have already provided you these results for VOC, and I do not understand why you need these for NOx and CO as well (they were not specifically requested at the last OMB meeting). The VOC results definitively show that we should be using the median. I understood from our phone conversation that OMB agreed that we should be using the median. Are you suggesting now that the median versus mean issue is not settled? If this is the case, it will take us a least another day to re-run all the estimates using the mean (though I believe both EPA and DOT believe that we should be using the median, which means we would have take additional time to resolve the issue). I would also mention that the median provides us with more conservative results than the mean.

Before we proceed with your request, please provide us with a better understanding of why you need this additional information, and how it will be used.

(Embedded
image moved Diane_R._Montgomery@oa.eop.gov
to file: 05/13/97 08:18 PM
PIC31744.PCX)

To: Ken Adler
cc: camille.mittelholtz@ost.dot.gov, michael.savonis@fhwa.dot.gov,

Linda_Lance@oa.eop.gov, Dorothy_Robyn@oa.eop.gov,
David_E._Tornquist@oa.eop.gov
Subject: NEXTEA Final Call

Message Creation Date was at 13-MAY-1997 19:18:00

After reviewing the methodology used by EPA, I think we are ready to wrap this process up. To facilitate conclusion, I ask that EPA provide 2 things:

- 1) Please fax to CEQ, NEC, OMB, and DOT your revised CMAQ 1-pager and the supporting material that you would like to be used for public consumption. This will serve to prepare everyone for a conference call late Wednesday afternoon (tentatively scheduled for 4:30pm) to discuss presentation/production issues.
- 2) Please also provide a table to OMB comparing the median and mean emissions reductions for NOx and CO similar to the table provided for VOC emissions reductions.

Thanks,
Diane

===== ATTACHMENT 1 =====
ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:
MIME-Version: 1.0
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===== END ATTACHMENT 1 =====

===== ATTACHMENT 2 =====
ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:
RFC-822-headers:
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id <011IUQM0L9OG002QMM@PMDF.EOP.GOV>; Wed, 14 May 1997 08:37:11 -0500 (EST)
Received: from gatekeeper.eop.gov by PMDF.EOP.GOV (PMDF V5.0-4 #6879)
id <011IUQLZ2VQ8002T7I@PMDF.EOP.GOV>; Wed, 14 May 1997 08:37:09 -0500 (EST)
Received: from epahub4.rtptok.epa.gov by gatekeeper.eop.gov;

(5.65v3.2/1.1.8.2/17Oct95-0424PM) id AA11220; Wed, 14 May 1997 08:37:07 -0400

Received: by epahub4.rtpok.epa.gov(Lotus SMTP MTA v1.1b1 (341.13 3-12-1997))
id 85256497.0045196A ; Wed, 14 May 1997 08:34:44 -0400

X-Lotus-Fromdomain: EPA

===== END ATTACHMENT 2 =====

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:14-MAY-1997 15:51:23.00

SUBJECT: Re: NEXTEA Materials

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

O.K. I just sent an e-mail out telling folks we will reschedule the call. I think Janno was concerned about the process, but I think his phone call to you last night helped.

As an aside, DOT has just provided "examples" of data/information that could also be used in our package for CMAQ and the other environmental programs. I will put a copy in the mail for each of you this evening (it is 25+ pages, otherwise I would fax it).

Thanks,
Diane

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Leanne I. Johnson (CN=Leanne I. Johnson/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:14-MAY-1997 13:25:33.00

SUBJECT: Rhodes draft

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

READ:UNKNOWN

TEXT:

Hi Elizabeth,

Here is the draft. I rewrote the last paragraph according to your suggestions. Please let me know if this is what you had in mind. Thanks for your help with this!

DRAFT:

Thank you for your thoughtful letter. I deeply appreciate your support and your work to improve passenger safety on our nation's roads.

Like you, I believe that we must do all we can to help parents fulfill their greatest responsibility -- ensuring the care and safety of their children. That is why my National Economic Crossroads Transportation Efficiency Act includes a provision stating that states which have not reached the goal of 85 percent seat belt use by the year 2002, or have not passed a primary seat belt law, will have 1.5 percent of their federal highway funds redirected to existing safety programs. I believe that this is important as we seek to strengthen law enforcement efforts across America to increase compliance with safety laws.

Thank you for your leadership in proposing legislation to implement primary enforcement of seat belt laws in Minnesota. Your efforts are important as we seek to improve law enforcement efforts across America to increase compliance with safety laws. I have shared your letter and the copy of your bill with my staff in the Domestic Policy Council, and I look forward to continuing our work together.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:15-MAY-1997 14:53:58.00

SUBJECT: Briefing on NEXTEA WTW

TO: Jonathan Weiss (CN=Jonathan Weiss/O=OVP @ OVP [UNKNOWN])

READ:UNKNOWN

TEXT:

We're doing a briefing on the welfare-to-work aspects of NEXTEA on May 20 from 10-12 in Room 450. (It will focus on the \$600M in NEXTEA for WTW transportation services, plus the hiring pref. for EZ residents and training \$) Participants include Rodney Slater, Bruce Reed or Gene Sperling, and others. Is there any chance of getting the VP to do a drop by (he did one last week for our NEXTEA enviro briefing)? The POTUS event on welfare-to-work is later that afternoon in the East Room, with a heavy focus on the \$600M in NEXTEA.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Lynn G. Cutler (CN=Lynn G. Cutler/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:15-MAY-1997 19:19:13.00

SUBJECT: Re: NEXTEA WTW Briefing

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

READ:UNKNOWN

TEXT:

You really need to ask Marcia to reach out to him. He's here for a conference he's chairing, and it could be hard. She will be able to judge better than I what is appropriate here.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:15-MAY-1997 19:29:34.00

SUBJECT: Re: NEXTEA WTW Briefing

TO: Lynn G. Cutler (CN=Lynn G. Cutler/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

Thanks; I'll send her an e-mail. I think we're in good shape without him in terms of the briefing, but it would obviously help in terms of the larger fight over the \$600M.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:15-MAY-1997 19:08:33.00

SUBJECT: NEXTEA WTW Briefing

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

CC: Daniel C. Tate (CN=Daniel C. Tate/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

CC: Richard L. Hayes (CN=Richard L. Hayes/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

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

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

TEXT:

The briefing is set for Tuesday, May 20 at 10:30 am in room 450.
Participants include Slater, Bruce Reed and Gordon Linton (head of FTA).
DOT thinks they can get the new (GOP) mayor of St. Louis, which has the
single best WTW transportation system.

Apparently, Mayor Daley will be in town, and Chicago has the second best
system. Is there any magic you could work to get him?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:15-MAY-1997 16:54:45.00

SUBJECT: Re: Briefing on NEXTEA WTW

TO: Jonathan Weiss (CN=Jonathan Weiss/O=OVP @ OVP [UNKNOWN])

READ:UNKNOWN

TEXT:

The VP is doing the same event as the POTUS -- it's Tues. afternoon in the East Room. They will make three "announcements": 1) the launch of the WTW Partnership, 2) 25 small (\$10K) awards to states for planning WTW transportation services, and 3) the \$600M in NEXTEA for WTW trans. services.

The briefing is set up to coincide with the big CEO event later in the afternoon. Looks like it will start at 10:30 (in Rm. 450).

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-MAY-1997 13:57:10.00

SUBJECT: Re: EESI Briefing on NEXTEA Environment

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

TEXT:

I have a draft booklet on indirect benefits of CMAQ, which it would be nice to get out (in draft, even if it's not ready;). In general, I favor giving these folks more rather than less.

Can you let me know where and when briefing is? I'd like to go if feasible.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-MAY-1997 18:07:20.00

SUBJECT: Re: EESI Briefing on NEXTEA Environment

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

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

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

TEXT:

i agree that we should push hard to get at least some new numbers plugged in to our earlier materials. BUT i understand DOT has sent back yet another set of comments to EPA, and are suggesting that some of the OMB/EPA agreements have undone fixes that satisfied them before. i've talked to janno and he's checking this out -- we hope to converge over the weekend, and produce at least a short document for review monday a.m.

other question is whether anyone from administration should go up to this briefing to respond to questions, or whether we should just make the paper available. i'm agnostic at this point, but i can't go. if there's no objection, i'll see if janno can do it. thoughts?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-MAY-1997 11:12:21.00

SUBJECT: EESI Briefing on NEXTEA Environment

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

On Monday, May 19th, the Environment and Energy Study Institute (EESI) will hold a briefing for Hill staff on "NEXTEA: Implications for the Environment." EESI invited DOT/EPA to speak informally (not on the official panel). DOT/EPA are eager to attend to announce the results of the analysis informally and/or serve on the panel officially. Sounds like a good opportunity. As far as simple material preparation, I think DOT should update the previous WH briefing materials for EPA's completed analysis. The question then becomes what further materials, if any, are necessary. Comments?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-MAY-1997 11:04:59.00

SUBJECT: Next Step on NEXTEA Materials

TO: adler.ken (adler.ken @ epamail.epa.gov @ inet [UNKNOWN])
READ:UNKNOWN

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

CC: michael.savonis (michael.savonis @ fhwa.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

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

CC: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])
READ:UNKNOWN

CC: camille.mittelholtz (camille.mittelholtz @ ost.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

TEXT:

OMB has provided final comments on the NEXTEA materials. Please make the necessary changes and fax a copy to Janno Lieber and Camille Mittleholtz at DOT, Linda, Dorothy, and myself on Friday.

DOT will take the first cut at creating an additional document in "the standard DOT NEXTEA 1-2 page format" and distribute to the group on Monday for comment. DOT should feel free to include other information in addition to information provided by EPA, e.g., the congestion relief info. that Camille provided to us a couple of days ago. Once DOT has distributed the package to the group, we will have a conference call (likely late Monday afternoon or Tuesday?) to discuss.

Thanks again for everyone's help. We are almost there.

Diane

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:19-MAY-1997 08:10:18.00

SUBJECT: Q&A for press office-- PLEASE REVIEW

TO: Linda.Lawson (Linda.Lawson @ ost.dot.gov @ INET @ LNGTWY [UNKNOWN])
READ:UNKNOWN

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

TO: Janno.Lieber (Janno.Lieber @ ost.dot.gov @ INET @ LNGTWY [UNKNOWN])
READ:UNKNOWN

TEXT:

Please review and revise the following transportation q&as for our press office -- by noon if possible! In particular, we need answers on Specter-Lautenberg and the relationship of the transportation proposal to the budget agreement. Janno and Dorthy, please run the traps within the Administration on Specter-Lautenberg, and verify that it will be introduced today.

The attached document is WP 5.1. I also have WP 6.0. The text is repeated below.

Transportation Announcement

Question: Why is the President talking about new transportation funding now, after the budget has been agreed to?

Answer: The Congressional Committees are about to take up the ISTEA reauthorization -- so now is exactly the right time for the President to highlight the welfare to work provisions of the transportation bill he sent to the Hill earlier this spring. Also, many of the business leaders involved in the Welfare to Work Partnership have told us how important transportation will be to their ability to hire welfare recipients, so today's event seemed like a good time to discuss the President's welfare to work transportation proposal.

In general, the budget negotiations assume the reauthorization of ISTEA, although the level of transportation spending within the domestic discretionary

category has been under some discussion recently. But the budget agreement certainly leaves room for the President's \$600 million welfare to work transportation proposal.

Question: What does the President's transportation proposal do?

Answer: The President's NEXTEA transportation bill:

Invests \$600 Million to Improve Access to Jobs and Training. NEXTEA includes a six-year, \$600 million grant program to support innovative transportation initiatives, such as vanpools, to get people where the jobs are.

Creates Job Training Opportunities in Transportation Technology and Construction. NEXTEA opens opportunities in transportation by increasing incentives for states and localities to provide job training in conjunction with federally-funding technology and construction projects and enabling them to offer hiring preferences favoring welfare recipients and residents of Empowerment Zones and Enterprise Communities.

Question: What can the \$600 million be used for?

Answer: States, local governments, and private, non-profit organizations could apply for grants to plan and implement new transportation services targeted services designed at linking welfare recipients with jobs.

Question: Would the proposal allow welfare recipients to be hired at the expense of other workers?

Answer: No. What the President's bill does allow is what are called "local hiring preferences" allowing transportation contractors to provide a preference to equally qualified welfare recipients and residents of Enterprise Zones and Enterprise Communities who apply for transportation-related jobs.

Question: The President praised a new bipartisan Congressional proposal introduced today by Senators Specter and Lautenberg. How does their proposal differ from the President's?

Answer:

Question: Does the President endorse the entire Specter-Lautenberg transportation bill, or just the welfare to work provisions?

Answer:

Question: The grants the President announced today seem pretty small [about \$10,000 each]. Do you expect them to accomplish anything?

Answer: These grants, provided by the Department of Transportation in cooperation with the National Governors' Association, will give states and communities an opportunity to enable states to develop strategies that support welfare to work efforts. But these are just seed grants -- that's why the President has proposed a comprehensive, \$600 million fund for welfare to work transportation. ===== ATTACHMENT 1 =====
ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:
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The following is a HEX DUMP:

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

Transportation Announcement

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Answer: The President's NEXTEA transportation bill:

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- **Creates Job Training Opportunities in Transportation Technology and Construction.** NEXTEA opens opportunities in transportation by increasing incentives for states and localities to provide job training in conjunction with federally-funding technology and construction projects and enabling them to offer hiring preferences favoring welfare recipients and residents of Empowerment Zones and Enterprise Communities.

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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:19-MAY-1997 08:54:05.00

SUBJECT: Re: Briefing on NEXTEA WTW

TO: Jonathan Weiss (CN=Jonathan Weiss/O=OVP @ OVP [UNKNOWN])

READ:UNKNOWN

TEXT:

We're having trouble filling up Room 450. Can you participate in a conference call this morning to talk about this and other aspects of tomorrow's WTW briefing? I have a feeling we haven't tapped the EZ/EC community very well.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:19-MAY-1997 08:16:26.00

SUBJECT: More Paper to review -- announcements/background for press

TO: Linda.Lawson (Linda.Lawson @ ost.dot.gov @ INET @ LNGTWY [UNKNOWN])
READ:UNKNOWN

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

TO: Janno.Lieber (Janno.Lieber @ ost.dot.gov @ INET @ LNGTWY [UNKNOWN])
READ:UNKNOWN

TEXT:

This is still being reviewed around the DPC, but I didn't want to wait any longer to show you for your reaction. Again, any comments you can give me by noon would be great. This is the draft of what we'll give White House reporters.

This is a WP 6.0 document. Text repeated below.

President Clinton Announces XX Companies Have Accepted his Welfare to Work Challenge;

Pledges Transportation Grants to Help Welfare Reform Succeed

May 20, 1997 -- 5/18/97 4:00 PM DRAFT

Announcements

Today, President Clinton announced that XX companies have accepted his State of the Union challenge to forge &a new national effort to marshal America's businesses, large and small, to create jobs so that people can move from welfare to work. 8 At a White House ceremony:

CEOs and senior executives from XX companies joined the President to launch the Welfare to Work Partnership, a private, non-profit organization which will lead the national business effort to hire people from the welfare rolls. The Partnership named United Airlines Corporation CEO Gerald Greenwald its Chairman of the Board.

Citing transportation as one of the biggest barriers in moving from welfare to work, President Clinton today announced grants to 24 states to develop strategies to solve this problem. The President urged Congress to enact his \$600 million welfare to work transportation initiative, part of his NEXTEA transportation proposal, and he praised a similar bipartisan bill [introduced today] by Senators Arlen Specter (R-PA) and Frank R. Lautenberg (D-NJ).

To ensure that former welfare recipients succeed in the workplace, Vice President Gore announced a new campaign, beginning with a conference on

May 29th, to help those who leave welfare retain jobs.

These initiatives -- combined with the work incentives in the balanced budget agreement -- are critical to the success of welfare reform, the President said. He was joined today by the Vice President, Mr. Greenwald, Partnership President Eli J. Segal, Delaware Governor Tom Carper, Wisconsin Governor Tommy Thompson, and small business owner George R. Stinton of Racine, Wisconsin, whose company workforce is more than half former welfare recipients.

The Welfare to Work Partnership

The Welfare to Work Partnership launched today is an independent, nonpartisan, national effort of the American business community to help move those on public assistance into jobs in the private sector. The Partnership will provide information, technical assistance, and support for all interested companies. The Partnership was formed in response to the President's challenge in his 1997 State of the Union speech, and the CEOs from the five companies the President noted in that speech -- Sprint, Monsanto, UPS, Burger King, and United Airlines -- form the Partnership's Board of Directors.

The President's Welfare to Work Transportation Initiative

One of the biggest barriers faced by people moving from welfare to work is finding transportation. Two-thirds of new jobs are in the suburbs, but three of four welfare recipients live in rural areas or central cities. Only six percent of welfare recipients own cars, and public transit often provides inadequate connections to job and training centers. To combat this problem, the President today urged Congress to adopt the six-year, \$600 million grant program in his NEXTEA transportation bill that would support flexible, innovative transportation systems in rural, urban, and suburban areas to get people where the jobs are. [A similar bill was introduced today in the Senate by Senators Arlen Specter (R-Pa) and Frank R. Lautenberg (D-NJ).] Today, the President also announced grants to 24 states and the Virgin Islands to develop welfare to work transportation plans. The grants are being awarded by the Department of Transportation's Federal Transit Administration and the Federal Highway Administration in cooperation with the National Governors' Association.

President Clinton's Welfare to Work Record

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The President: Working with the Private Sector to Reform Welfare
When President Clinton signed welfare reform into law last August, he said:

Now that we are saying with this bill we expect work, we have to make sure the people have a chance to go to work. If we really value work, everybody in this society -- businesses, non-profits, religious institutions, individuals, those in government -- all will have a responsibility to make sure the jobs are there.

Since making that statement in August, the President has launched an aggressive campaign to challenge both the public and private sector to help welfare reform succeed. The President signaled his commitment to

work with the corporate community by holding a meeting in the Oval Office with

14 company CEOs shortly after being inaugurated to his second term. After that meeting five companies made a commitment to lead a national welfare to work effort. These companies, who today form the founding board of directors for the Welfare to Work Partnership, were highlighted in the President's 1997 State of the Union address in February:

I'd like to say to every employer in our country who ever criticized the old welfare system: you can't blame that old system anymore; we have torn it down. Now do your part. Give someone on welfare the chance to go to work. Tonight, I am pleased to announce that five major corporations -- Sprint, Monsanto, UPS, Burger King, and United Airlines -- will be the first to join in a new national effort to marshal America's businesses, large and small, to create jobs so that people can move from welfare to work.

Today, the President announced that XX companies have accepted his welfare to work challenge.

The President's Welfare to Work Policy Initiatives

In addition to working with the private sector, the President has promoted welfare reform through:

Welfare to Work Budget Initiatives. The President fought for and won two critical welfare to work initiatives in the budget agreement. The first is a \$3 billion Welfare to Work fund for cities and states to create jobs and provide incentives for employment. The second is a tax credit to encourage companies to hire and retain long-term welfare recipients.

Child Care and Transportation. Child care and transportation are critical to helping welfare recipients get jobs and stay in the workforce. The President fought for child care funding during the welfare reform debate, and the bill he signed into law contained \$4 billion more than prior law. This year, the President is urging Congress to adopt the six-year, \$600 million grant program in his NEXTEA transportation bill that would support flexible, innovative transportation systems in rural, urban, and suburban areas to get people where the jobs are.

The Federal Government's Commitment. The President committed the federal government to do its fair share to hire people from the welfare rolls and appointed Vice President Gore to head up the effort. On April 10th the President held the first full Cabinet meeting of his second term in which federal agencies pledged to directly hire at least 10,000 welfare recipients over the next four years.

The President's Welfare Reform Record

Even before signing historic welfare reform legislation last August, President Clinton had taken action to promote welfare reform. During his first three and a half years in office, President Clinton approved 80 welfare reform waivers in 43 states -- more than all previous Administrations combined. These waivers allowed states to require work, time limit assistance, make work pay, improve child support enforcement,

and encourage parental responsibility. By the time the President signed the welfare bill, these welfare demonstrations covered more than 10 million people, approximately 75 percent of all welfare recipients. As a result of the President's aggressive welfare reform efforts:

Welfare caseloads have declined by 20 percent or nearly 2.8 million since President Clinton took office -- the largest decline in 50 years.

Not only have welfare caseloads gone down, but child support collections have gone up. During the last four years, the President's child support enforcement crackdown helped increase collections by 50%, from \$8 billion in 1992 to a record \$12 billion in 1996.

A Council of Economic Advisers analysis released earlier this month showed the President's policies played a major role in reducing welfare caseloads. The study found that 31 percent of the caseload decline can be attributed to welfare waiver policies and 44 percent to economic growth and the remainder may be due to other policies not measured in the statistical model, such as Earned Income Tax Credit expansions, additional child care spending, and increased child support enforcement efforts.

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D46]MAIL41489283W.116 to ASCII,
The following is a HEX DUMP:

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

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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:20-MAY-1997 08:34:02.00

SUBJECT: NEXTEA

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

We have a briefing at 10:30 this morning in Rm 450 on the welfare to work aspects of NEXTEA. Hope you can make it. Program includes Slater, Linton, Garvey, Reed and the mayor of St. Louis. POTUS will push NEXTEA in his WtW speech this afternoon.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:22-MAY-1997 14:15:54.00

SUBJECT: Re: NEXTEA Briefing

TO: Richard L. Hayes (CN=Richard L. Hayes/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

TEXT:
yes, he'll participate.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:23-MAY-1997 18:15:08.00

SUBJECT: Re: NEXTEA (sp?) meeting

TO: Doug_Steiger (Doug_Steiger @ finance-min.senate.gov @ INET @ LNGTWY [UNKNOWN])
READ:UNKNOWN

TEXT:

Doug -- Obviously, I was not able to do this this week. I will fax you the materials. Feel free to call me with questions.

Doug_Steiger @ finance-min.senate.gov
05/21/97 09:10:00 AM

Record Type: Record

To: Cynthia A. Rice

cc:

Subject: NEXTEA (sp?) meeting

Our transportation folks (and I) would be happy to have a meeting to talk about the welfare-to-work proposal. I think they're concerned that New York would lose \$\$ under the proposal. (These transportation battles seem to me to pretty purely based on who gets what.)

===== ATTACHMENT 1 =====
ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:

RFC-822-headers:

Received: from conversion.pmdf.eop.gov by PMDF.EOP.GOV (PMDF V5.0-4 #6879)
id <01IJ4M9Z288G004EW2@PMDF.EOP.GOV> for "Cynthia A. Rice"@oa.eop.gov; Wed,
21 May 1997 10:20:52 -0500 (EST)
Received: from gatekeeper.eop.gov by PMDF.EOP.GOV (PMDF V5.0-4 #6879)
id <01IJ4M9XPQHC004RWD@PMDF.EOP.GOV> for Cynthia_A._Rice@oa.eop.gov; Wed,
21 May 1997 10:20:50 -0500 (EST)
Received: from gateway.senate.gov by gatekeeper.eop.gov;
(5.65v3.2/1.1.8.2/17Oct95-0424PM) id AA30224; Wed, 21 May 1997 10:20:49 -0400

Received: from mailhost.senate.gov by gateway.senate.gov;
(5.65v3.0/1.1.8.2/14Sep94-0947PM) id AA08841; Wed, 21 May 1997 10:24:39 -0400

Received: from [156.33.203.33] by mailhost.senate.gov id aa21680; Wed,
21 May 1997 10:15 -0400 (EDT)

Received: from ccMail by mailexch.senate.gov
(IMA Internet Exchange 2.1 Enterprise) id 0004A544; Wed,
21 May 1997 10:18:17 -0400

Content-description: cc:Mail note part

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:27-MAY-1997 13:25:19.00

SUBJECT: EESI Articles?

TO: camille.mittelholtz (camille.mittelholtz @ ost.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

TO: adler.ken (adler.ken @ epamail.epa.gov @ inet [UNKNOWN])
READ:UNKNOWN

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

CC: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])
READ:UNKNOWN

TEXT:

Have you hard any feedback from the EESI NEXTEA environmental briefing?
Any articles from the wire or anywhere else for that matter? If so, could
you forward or fax them to me? I'm sure Dorothy and Linda would
appreciate whatever you have as well.

Thanks,
Diane
fax: 395-4797

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Donald H. Gips (CN=Donald H. Gips/O=OVP [UNKNOWN])

CREATION DATE/TIME:28-MAY-1997 20:14:30.00

SUBJECT: Re: VP and NEXTEA

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

READ:UNKNOWN

TEXT:

unfortunately idont think it hwill happen given his calendar;.

Dorothy Robyn @ EOP

05/28/97 12:13:47 PM

Record Type: Record

To: Donald H. Gips/OVP

cc:

Subject: VP and NEXTEA

We're doing a Room 450 briefing on the technology aspects of NEXTEA on Tuesday, June 3 at 2-3:15 pm. We would love to have the VP do a drop by. He did one for our briefing on the environment and NEXTEA; technology is the other logical link to NEXTEA for the VP. The NEXTEA bill has a lot of \$ for intelligent transportations systems (ITS) and other good tech stuff.

Briefing participants will include Rodney Slater and Jane Garvey. The audience will be largely industry and ITS types.

I can raise this w/ Kim Tilley, but you would need to be an advocate for this to happen.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:28-MAY-1997 18:18:42.00

SUBJECT: Re: NEXTEA Briefings, FYI

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

READ:UNKNOWN

TEXT:

thank you. when can we have lunch? next wed? pls advise.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:28-MAY-1997 18:48:30.00

SUBJECT: Re: NEXTEA Briefings, FYI

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

READ:UNKNOWN

TEXT:

Let's shoot for Wed., unless the commission runs late, as it did 2 wks ago; I have a 2:30 I can't miss. Alternatively, we cld. try for Fri., juen 7.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:28-MAY-1997 12:13:56.00

SUBJECT: VP and NEXTEA

TO: Donald H. Gips (CN=Donald H. Gips/O=OVP @ OVP [UNKNOWN])

READ:UNKNOWN

TEXT:

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

CREATION DATE/TIME:28-MAY-1997 18:11:11.00

SUBJECT: NEXTEA Briefings, FYI

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

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

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

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

TEXT:

NEXTEA and DBE program: Thurs., May 29, 2-3:15 pm in Rm 450 (Slater,
Garvey, McFadden and Sperling)

NEXTEA and Technology: Tues., June 3, 2-3:15 in Rm 450

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 2-JUN-1997 17:29:29.00

SUBJECT: NEXTEA Update, 6/2

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

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

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

CC: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])
READ:UNKNOWN

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

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

CC: Donald Hillebrand (CN=Donald Hillebrand/OU=OSTP/O=EOP @ EOP [OSTP])
READ:UNKNOWN

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

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

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

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

TEXT:

The NEXTEA team plans to prepare a bi-weekly summary of NEXTEA-related information. This update will include highlights of recent actions and reactions from various groups concerning the bill. The following is the first summary:

TIMING OF HILL ACTION Senate EPW staff predict that they will not have a highway reauthorization bill ready until July 4th. House T&I staff indicate the bill may be delayed even longer. However, Senate Banking staff believe that the Transit piece of the Senate bill will unlikely be ready by July 4th. Senate Banking intends to renew staff deliberations on a bill beginning next week. Both the House and Senate are struggling

with reconciling the formula issues with the funding levels in the Budget deal.

FEDERAL HIGHWAY ADMINISTRATION

Congestion Mitigation and Air Quality Improvement (CMAQ) Program Several proposals have been floated on the Hill recently regarding the Congestion Mitigation and Air Quality Improvement (CMAQ) program. These proposals include eliminating the program, cutting the Administration's proposed \$1.3 billion per year program in half, and increasing funding to \$1.6 billion per year but allowing 50% of the funds to be transferred to other more traditional federal-aid highway construction funding categories. The CMAQ program provides funding for transportation projects designed to relieve congestion (e.g., HOV lanes) and improve air quality (e.g., transit projects). The CMAQ program is particularly controversial because it largely provides funding for urban areas and metropolitan planning organizations rather than rural areas and State Departments of Transportation.

EPA and DOT recently announced the results of EPA's preliminary analysis regarding the projected air quality benefits of the CMAQ program. The results were announced at a briefing conducted by the Environment and Energy Study Institute (EESI) for Hill staffers. House and Senate staff have not yet focused on the CMAQ emissions reductions outlined in the analysis. On June 18th, the House Commerce Committee will hold a hearing on the implication of the EPA's new NAAQS standards on CMAQ.

Disadvantaged Business Enterprises (DBEs) Program The DBE program requires that 10% of DOT's contracts be awarded to minority-owned businesses. The Supreme Court determined in *Adarand v. Peña* that programs using racial/ethnic classifications such as this should be reviewed under the "strict scrutiny standard," meaning that an agency must 1) show a compelling need for the program and 2) narrowly tailor the program to meet this need.

NEXTEA only made minor changes to the DBE authorization because DOT preferred to address the program's needs through regulations. On Friday (5/30), DOT's proposed rule was published in the Federal Register for a 60-day comment period. The regulation establishes criteria to ensure that the DBE's program goals are consistent with the decision by the Supreme Court. In addition, the rulemaking addresses coordination between the different operating administrations in implementing the program, simplifies the DBE certification process, and addresses incentives to help DBE businesses diversify the types of work they undertake.

The Hill is focusing on whether the program should be reauthorized. Before release of the regulation, the House T&I (Shuster) had threatened that it would not reauthorize the program unless DOT produced the changes they planned to make vis-a-vis a rulemaking. It is unclear whether the rulemaking will influence Shuster to reauthorize the program. The Association of General Contractors also opposes the DBE program. Rep. Canady (R-FL), who is not part of the House T&I, appears to be leading an effort to eliminate all affirmative action programs. The program, at this

time, does not seem to be producing the same level of interest in the Senate. DOT and NEC believe that the DBE program (along with Welfare to Work and CMAQ) is one of the most endangered NEXTEA programs.

Truck Size and Weight Study The safety portions of NEXTEA do not include changes to truck size and weight standards, in part due to the delay in completing the DOT study on the issue. DOT has continued work on the study and would like to share a draft version of the report with the Hill by the end of May. Secretary Slater promised various Congressional members a status report and draft copy of the study sometime in the next week.

The draft study, which we have reviewed, is a dry collection of empirical observations and listing of criteria involved in issues of safety and truck size and weight. We expect to clear the report shortly and to explicitly note the preliminary nature of the draft. The report contains virtually no discussion of policy alternatives because DOT has decided to defer such discussions until release of a final report. DOT is planning on continuing its work in this area over the next few months and to generate an alternatives analysis and a final version of the report for review in early Fall. We have consulted with OIRA in our review.

The draft study is likely to be the focus of discussions on issues of truck safety in the upcoming NEXTEA debates.

Intelligent Transportation Systems (ITS) In a recent ITS America newsletter, Jack Schenendorf (COS for House T&I) stated that the Administration's ITS-related long-term funding request of \$1.2 billion is "fairly reasonable." GAO is conducting a "quick review" of the Automated Highway System for Rep. Connie Morella (R-MD). The report provides a brief history of the program, addresses the potential change in program direction outlined in the FY98 budget (i.e., emphasis on near-term benefits), and identifies management and long-term research impacts as issues for further discussion. DOT received a draft of the report from GAO today. Sen. Lautenberg (D-NJ) is expected to introduce a bill that nearly doubles the ITS authorization in NEXTEA. However, DOT is concerned about earmarking of ITS funding, which was quite extensive under ISTEA. NEC and OSTP staff are briefing the Hill on ITS today. A WH NEXTEA briefing will be held tomorrow.

FEDERAL TRANSIT ADMINISTRATION

New Starts The failure of Chairman Shuster and Sen. Warner's attempts to add funding for Transportation to the Budget Agreement has left Hill staff scrambling to meet the funding needs of numerous Member requested projects. In an attempt to limit the number of new-start "white elephants," Senate Banking Committee staff are considering statutory performance measures like cost per new rider in New Start funding requirements. This is consistent with our efforts to get DOT to rely more heavily on a cost-benefit analysis in making New Start funding decisions. However, it could restrict DOT's discretion in grant awards.

Welfare to Work While Hill staff have not yet had programmatic discussions on the President's Access to Jobs and Training proposal,

Senate staff have expressed concern that, given limited funding, the new program would divert funds from Formula Programs. Our proposal to add \$89 million to Formula Programs in 1998 under the budget deal may alleviate this concern.

Operating Assistance Staff in both the House and Senate remain optimistic about the chances of the President's proposal to eliminate operating assistance in big cities. They have, however, expressed concern about the expansiveness of the capital re-definition also proposed. I expect that the bills may include language limiting new capital activities to those that directly lengthen the life of a capital asset.

FEDERAL RAILROAD ADMINISTRATION

AMTRAK Bill The Administration's version of the Amtrak reauthorization Bill (Title VIII of NEXTEA) was transmitted to the Congress last week. According to Senate staff, Sen. Hutchison (R-TX) is anxious to move ahead with her version of the Amtrak reauthorization bill and would like to move this bill to the floor sometime in June. Chairman Shuster's Blue Ribbon Panel is expected to report its conclusions in mid-June. It is unclear what effect the departure of Railroad Subcommittee Chairwoman Molinari will have on the House schedule. However, at the moment, there are no plans to move a bill quickly.

OTHER

White House Briefings The NEC has engineered several White House briefings for external stakeholders and Congressional representatives on various NEXTEA issues. To date, briefings have been held on the environmental, safety, welfare to work, and disadvantaged business enterprise provisions of the reauthorization bill. Next week, a briefing will be held on technology.

DC and NEXTEA In our briefing for the Hill DC and Transportation Committee staffers on the DC plan, a House staffer mentioned concern regarding the provision allowing DC to use STP funds for local roads. Evidently, there is a similar push to allow other States this same flexibility. House T&I leadership opposes this flexibility and the staffer's concern was that the provision in the DC bill would fuel the fire for this provision to be included in the NEXTEA debate. There is also a concern about providing additional highway funding for DC and waiving the match. The House T&I staffer's sentiment was that the match waiver enacted 2 years ago was supposed to fix DC's highway problem.

Olympics According to officials with the Salt Lake Olympic Organizing Committee, Chairman Shuster (R-PA) has directed his staff to include a title proposed by Rep. Merrill Cook (R-UT) in the ISTEA re-write. The title would create a discretionary fund from which the Secretary of Transportation could make grants to U.S. cities hosting the Olympic games.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 3-JUN-1997 17:21:36.00

SUBJECT: Per Your Call

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

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

CC: Donald Hillebrand (CN=Donald Hillebrand/OU=OSTP/O=EOP @ EOP [OSTP])
READ:UNKNOWN

TEXT:

The Global Climate Change/Brownfields research proposal is not authorized in the NEXTEA legislation specifically. There is a section that refers to it specifically in the FY98 FHWA R&D budget, which I can provide if you need it. The "generic" FHWA R&D authorization, which covers this program and a broad variety of other FHWA R&D programs, is Section 6003 (page 242 of my copy). Please let me know if you have any further questions. Can you share any feedback from yesterday's briefing?

Thanks,
Diane

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 9-JUN-1997 21:41:40.00

SUBJECT: Re: NEXTEA

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

READ:UNKNOWN

TEXT:

As I'm sure you know by now, it's been postponed til June 19 -- I think 10
am; does that mean you were able to get a room?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 9-JUN-1997 21:42:47.00

SUBJECT: NEXTEA

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

READ:UNKNOWN

TEXT:

The event scheduled for June 12 has been moved to June 19 -- 10 -12 am.

Would Gene be available for short remarks?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 9-JUN-1997 09:38:31.00

SUBJECT: Re: NEXTEA

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

READ:UNKNOWN

TEXT:

We really need to come to closure about this event, or we run the risk of having a big mess -- which I would like to avoid if at all possible. People have to make plans, reservations, buy "cheap" airfare tickets, etc and its unfair to leave them hanging, not to mention the hassle it puts upon us. When will we know what is up?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:10-JUN-1997 11:06:14.00

SUBJECT: Re: NEXTEA event on the 19th with the VP

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

TEXT:

1. DOT needs to follow up w/ VP scheduling office to make sure it's on his calendar, as we've been led to believe;
2. I have gotten it on Gene's calendar, but Melissa says that day is up in air b/c of G-7. I need to stay in touch w/ her on it.
3. This will be a more complicated briefing b/c of announcement of \$150M in grants, and Slater may want to try to announce something else which OMB and others will oppose (more on that when later).

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Jonathan A. Kaplan (CN=Jonathan A. Kaplan/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:10-JUN-1997 10:56:33.00

SUBJECT: NEXTEA event on the 19th with the VP

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

READ:UNKNOWN

TEXT:

Please let me know if this is inaccurate in any way, or if there is anything we need to do for the VP beyond that which you are already doing.

Jon

----- Forwarded by Jonathan A. Kaplan/OPD/EOP on 06/10/97
10:57 AM -----

Katherine Hubbard
06/10/97 10:36:58 AM

Record Type: Record

To: Richard L. Hayes/WHO/EOP, Steven W. Adamske/OVP @ OVP, Ansley Jones/OVP @ OVP

cc: Robyn G. Dickey/WHO/EOP, Jonathan A. Kaplan/OPD/EOP, Stephen B. Silverman/WHO/EOP

Subject: NEXTEA event on the 19th with the VP

I just got off the phone with John Horsely, DOT and he brought me up to speed on the event. My understanding is that Richard Hayes is responsible for the room and waving folks in, DOT is putting together briefing materials for the VP and Sperling and are working with Steve A. and Dorothy on this. I will stay in the loop. Let me know if I can do anything else. Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Katherine Hubbard (CN=Katherine Hubbard/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:10-JUN-1997 10:37:14.00

SUBJECT: NEXTEA event on the 19th with the VP

TO: Steven W. Adamske (CN=Steven W. Adamske/O=OVP @ OVP [UNKNOWN])

READ:UNKNOWN

TO: Ansley Jones (CN=Ansley Jones/O=OVP @ OVP [UNKNOWN])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

CC: Stephen B. Silverman (CN=Stephen B. Silverman/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

I just got off the phone with John Horsely, DOT and he brought me up to speed on the event. My understanding is that Richard Hayes is responsible for the room and waving folks in, DOT is putting together briefing materials for the VP and Sperling and are working with Steve A. and Dorothy on this. I will stay in the loop. Let me know if I can do anything else. Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:11-JUN-1997 17:04:44.00

SUBJECT: NEXTEA

TO: Janno.Lieber (Janno.Lieber @ ost.dot.gov @ INET @ LNGTWY [UNKNOWN])
READ:UNKNOWN

TEXT:

Janno -- what do you think? This is Moynihan's guy.

----- Forwarded by Cynthia A. Rice/OPD/EOP on 06/11/97
05:03 PM -----

Doug_Steiger @ finance-min.senate.gov
06/11/97 03:55:00 PM
Record Type: Record

To: Cynthia A. Rice
cc:
Subject: NEXTEA

We'd talked awhile back about meeting on some of the Administration's
welfare-to-work proposals in the ISTEA world. I'm tied with
reconciliation and I'd guess you are, but if people wanted to talk to
our transportation people in the meantime I'd be happy to help
arrange
it.

===== ATTACHMENT 1 =====
ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:

RFC-822-headers:

Received: from conversion.pmdf.eop.gov by PMDF.EOP.GOV (PMDF V5.0-4 #6879)
id <01IJYCDFMBU8002903@PMDF.EOP.GOV> for "Cynthia A. Rice"@oa.eop.gov; Wed,
11 Jun 1997 17:01:05 -0500 (EST)

Received: from gatekeeper.eop.gov by PMDF.EOP.GOV (PMDF V5.0-4 #6879)
id <01IJYCDEIEQ800296J@PMDF.EOP.GOV> for Cynthia_A._Rice@oa.eop.gov; Wed,
11 Jun 1997 17:01:04 -0500 (EST)

Received: from gateway.senate.gov by gatekeeper.eop.gov;
(5.65v3.2/1.1.8.2/17Oct95-0424PM) id AA15170; Wed, 11 Jun 1997 17:00:52 -0400

Received: from mailhost.senate.gov by gateway.senate.gov;
(5.65v3.0/1.1.8.2/14Sep94-0947PM) id AA25433; Wed, 11 Jun 1997 17:05:52 -0400

Received: from [156.33.203.33] by mailhost.senate.gov id aa13429; Wed,

11 Jun 1997 16:52 -0400 (EDT)

Received: from ccMail by mailexch.senate.gov

(IMA Internet Exchange 2.1 Enterprise) id 0008DC78; Wed,

11 Jun 1997 16:59:55 -0400

Content-description: cc:Mail note part

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-JUN-1997 16:20:30.00

SUBJECT: Nextea meeting

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

READ:UNKNOWN

TEXT:

Here's a list of participants who have confirmed attendance for tomorrow's meeting at 11:45 am in room 211:

Richard Hayes

Lynn Cutler

Steve Adamske, OVP Scheduling

David Tornquist

John Horsley, DOT

Jack Basso, DOT

Bill Vincent, DOT

Andy Blocker

Bibb Hubbard

I have left a message for Dan Tate and Julie Green, informing them of the subject, time and place.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-JUN-1997 18:28:55.00

SUBJECT: Nextea update - 6/16

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

CC: Charles E. Kieffer (CN=Charles E. Kieffer/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: PAK_C@A1@CD@LNGTWY (PAK_C@A1@CD@LNGTWY @ LNGTWY [UNKNOWN]) (OMB)

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

CC: Barbara Chow (CN=Barbara Chow/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

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

TEXT:

This is the second bi-weekly summary of NEXTEA-related information brought to you by the NEXTEA Team. The updates include highlights of recent actions and reactions from various groups concerning the bill.

TIMING OF HILL ACTION Neither House T&I or Senate EPW staff believe they will have a highway reauthorization bill ready before July 4th. Both the House and Senate are struggling with reconciling the formula issues with the funding levels in the Budget deal.

REAUTHORIZATION PERIOD OF THE BILL There was a great deal of discussion in the transportation community about a one-year authorization. Chairman Shuster and Rep. Petri have both indicated that T&I is considering a one-year authorization. The reason given for a one-year bill is to have an opportunity to increase transportation spending above that assumed in the Budget Agreement. A one-year bill could take-on a number of forms, ranging from a simple date extension, to an extension that includes formula redistribution and/or program redefinition. The Senate, according to EPW staff, is still assuming a multi-year bill. Senate staff have been quoted as saying that enacting no bill is more likely than a one-year bill.

The following are arguments against a one-year bill approach:

A one-year bill would disrupt State and local transportation planning efforts and delay improvements to the transportation systems. The ISTEA experience has shown that in the absence of Federal authorization, States become very conservative in their approach to moving forward on projects.

Conducting a reauthorization of surface transportation programs during an election year would be complicated by an abbreviated Congressional session and electoral politics would hinder policy consensus.

The Authorization Committees could simply authorize additional contract authority in the outyears and spending can be increased if the economy improves. This is identical to the Administration's approach. (The authorizers would likely view this as giving up their leverage to force higher transportation spending.)

The House is simply trying to increase the mandatory spending for Highways which is predominantly demonstration projects for Members' districts. The Administration opposes new demonstration projects.

FEDERAL HIGHWAY ADMINISTRATION

Highway Research and Development We understand that House T&I staff have completed draft language regarding highway research and development, Intelligent Transportation Systems (ITS), and Bureau of Transportation

Statistics (BTS). They assume comparable funding levels to NEXTEA, with the exception of ITS. We understand that funding levels for the ITS program have not yet been determined.

It is significant to note that all research and development is funded from contract authority. In NEXTEA, the Administration proposed that some research and development would be funded from a general operating expenses account, which in the past has been a 3 3/4% takedown from the major highway program categories. The House T&I staff are proposing to reduce the takedown and reserve the funds exclusively for administrative expenses. Essentially, the House T&I proposal limits the ability for the research and development program to grow and add new initiatives in future years because it a) fixes the funding level for research and development through contract authority and b) eliminates a general authorization provision in Title 23 to allow research and development funding to come from the general operating expenses account.

The House T&I ITS proposal is very similar to the NEXTEA proposal. One exception that we are aware of is that the House has eliminated the requirement that ITS projects funded from non-ITS Federal-aid highway program funds must conform to a standards protocol to ensure interoperability of systems (NEXTEA extends ITS eligibility to the major highway program categories). The House staff seem to have misinterpreted this provision as an unfunded mandate to force States to buy a particular set of ITS products from specific companies to be implemented in a specific manner. FHWA has briefed House T&I staff on the importance of the standards conformance provision, but FHWA does not believe that House staff have decided to include the provision.

Regarding the Automated Highway System (AHS), NEXTEA refocuses the program from the development of intelligent highway systems to the development of intelligent vehicles (e.g., emphasis on vehicle-driver interaction), including crash avoidance systems which are expected to yield near-term benefits. However, the House T&I staff have retained an emphasis on intelligent vehicle highway systems (e.g., emphasis on vehicle-highway interaction) and did not include the emphasis on crash avoidance systems. The proposal also eliminates the provision that calls for AHS research and development to be conducted in cooperation with private industry and other entities. It is not readily apparent what House T&I staff intentions are concerning the AHS program, but it appears that the House T&I staff may not accept the Administration's proposal to refocus the program from a long-term benefit-oriented intelligent vehicle highway program to a near-term benefit-oriented intelligent vehicle program.

State Infrastructure Banks (SIBs) We understand that SIBs are likely to be treated differently by the House and Senate. T&I staff have complained that the Administration's proposal to apply Federal labor laws to second generation SIB loans undercuts House support for the program. The Committee does not want to take on the labor unions on this issue. Rather than extend the labor laws, the House is likely to take a pass on SIBs. The House has also shown little interest on innovative financing. In the Senate, EPW staff indicate strong support for the SIB program, although there is some question about whether additional seed money should be provided or States simply allowed to use their own apportionments to

fund SIBs. Some rural States do not see the benefit of SIBs, so they do not want to take funding off the top for the program. We also understand that the Senate Environment and Public Works Committee's innovative finance title contains many of the elements of the infrastructure credit program that did not make it into the Administration's bill at the last minute. If reauthorization is delayed, this may be offered as a stand-alone bill.

On June 19, the Vice President and Secretary Slater will announce the approval of an additional 29 States to participate in the State Infrastructure Bank program. These States, and the 10 previously approved, will share \$150 million in 1997 seed money. The announcement will also emphasize the innovative financing provisions of NEXTEA. The Secretary proposed today to focus attention on private sector innovative financing techniques the Federal government might adopt by holding a series of DOT-led forums of experts and practitioners. A final decision on this proposal has not been made.

Sustainable Transportation Initiative The Sustainable Transportation research and development initiative, contained in the FY98 budget, is meeting criticism from Hill staff. The initiative provides \$4.25 million in FY98 (\$30 million through FY03) to conduct transportation-related land use research and development. This program was included in the FY98 budget to resolve outstanding Global Climate Change/Brownfields issues that arose during NEXTEA negotiations. It is not specifically mentioned in NEXTEA because no additional authorization is required to conduct this research. The Hill's reluctance to support the new initiative appears to be less substantive and more an issue of available resources. The Hill also seems to believe that this program is an EPA initiative and not a DOT initiative. We will talk to DOT about taking the lead, working with EPA, to educate the appropriate Hill staff on the merits of this initiative.

STPP Environmental Scorecard The Surface Transportation Policy Project (STPP) recently issued a "Mid-Term Report Card" assessing the environmental merits of the various ISTEA reauthorization proposals. The Senate version of the ISTEA Reauthorization Act, introduced by Senator Moynihan, received the highest ranking (A-) of the current bills because it increases Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding to \$2 billion per year and Surface Transportation Program Enhancements funding to \$663 million per year, does not include funding for the Appalachian Regional Development Highway, and adds a land use program.

NEXTEA received a B because it does not increase funding for CMAQ and Transportation Enhancements to the level of the ISTEA Reauthorization Act, contains funding for the Appalachian Regional Development Highway, and does not include a land use provision. While a B is not a bad appraisal, it is disappointing that NEXTEA is not ranked higher and is actually ranked the same as two bills, Highway Trust Fund Fairness Act and Rural States Highway Preservation Act, which provided no increases to CMAQ and Enhancements funding.

The House version of the STEP 21 proposal received an F because it eliminates the CMAQ and Enhancements programs.

EPA to Compare ISTEA Bills EPA is developing a model which will compare the environmental merits of the various reauthorization proposals. Specifically, the model will compare the impact of the various proposals on air quality. OMB and DOT have provided EPA comments on its methodology. DOT and OMB have both raised concerns regarding the usefulness of the analysis given the small differences in CMAQ obligations under a capped spending scenario. Preliminary results of the comparison should be available within the next 1-2 weeks.

Disadvantaged Business Enterprises (DBEs) Program A further development in the *Adarand v. Peña* case occurred on June 2, when the Tenth Circuit District Court of Colorado ruled that DOT's DBE Bonus Program was not narrowly tailored to meet the strict scrutiny test. Moreover, the District Court ruled the DBE regulations promulgated under STURRA and ISTEA (as well as a Small Business Administration authorization), were deemed "unconstitutional as applied to highway projects in Colorado", and denied Adarand of its constitutional rights.

DOT's proposed rule to change the DBE was published in the Federal Register (5/30). DOT and DOJ lawyers believe this rulemaking will ultimately address the District Court's concerns. While it is still too early for DOT or DOJ to determine the full ramifications of the decision, they did state that the decision will only affect the program in Colorado.

NEXTEA only made minor changes to the DBE authorization because DOT preferred to address the program's needs through regulations and the District Court decision is unlikely to change this approach. However, it is likely to provide additional ammunition for those on the Hill who oppose this program, such as the Association of General Contractors and Rep. Canady (R-FL), who appears to be leading an effort to eliminate all affirmative action programs. One factor working in favor of retaining the DBE program is that virtually all the Congressional Black Caucus voted in favor of Shuster's amendment to the Budget to increase highway spending. The Caucus' influence will be increased if Shuster makes another attempt to increase transportation spending.

FEDERAL TRANSIT ADMINISTRATION

Congress made little progress on transit reauthorization over the past two weeks. House T&I Surface Transportation Subcommittee staffers report that they have put long-term bill development on hold in order to explore alternatives for a one-year reauthorization.

Rapid Rail The American Public Transit Association (APTA) held its 1997 Rapid Rail conference in Washington this week. While the conference focused primarily on technical aspects of rail transit (no sessions were held on ISTEA policy), the program did include an FTA presentation of current New Start project criteria like cost per new rider. Hill staffers are likely to expand the list of statutory criteria in any long-term bill to include measures such as population density and current ridership in their reauthorization. They would also call on FTA to take a more active role in ranking projects, and require the Department to make

recommendations on the economic value of proposed New Starts. FTA is supportive of this approach.

APTA continues to support increased funding and preserved flexibility in a six-year reauthorization. The Association designated June 12 as "Transit Lobby Day" asking members to urge Congress to increase FY 1998 appropriations for Transit, preserve the existing allocation of funding among modes, and support S. 764, Senator Specter's transit bill that calls for a \$4 billion more in transit funding than did ISTEA.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The Administration's follow on safety proposals were transmitted in April to the Congress. After much effort, the Administration convinced Congressman Dingell to introduce the Administration's proposal in the House. H.R. 1720 was introduced at the end of May. Efforts are underway to find a Senator who will submit the legislation. It is likely that Senator Bryan (D-NV) will introduce the legislation shortly. The main difficulty in finding sponsors is legislators' desires not to be associated with the Administration's proposal for sanctions (redirection of highway spending to safety programs) beginning in 2003 for failure to achieve 85% seat belt usage or for failure to pass a primary seat belt law.

Senate staff are having technical discussions with NHTSA staff on proposals for incentives for increased seat belt usage and proposals for penalties for repeat offenders who drive with a blood alcohol content level over 0.15.

The other provisions concerning reauthorization of the NHTSA and Motor Carrier safety grant programs are tied up with the broader funding questions on ISTEA reauthorization. FHWA has provided copies of their draft "Truck, Size and Weight" study to the Congress and has been briefing Congressional staff. Copies have also been circulated to interested State officials and FHWA continues to work on the study.

AMTRAK

Senator Hutchison's proposal for Amtrak reform will be marked up by the Senate Commerce Committee on June 19. This proposal includes several objectionable provisions: eliminating the prohibition against contracting out, eliminating labor protection provisions (current 6-year severance pay for workers), imposing liability limitations, and creating an Amtrak Reform Council with authority to liquidate Amtrak if specified savings are not achieved. Senator Hutchison's staff has been having tentative discussions with Senator Breaux's staff about a possible "deal" on liability limitations. These discussions have focused on Senator Hutchison's willingness to drop any limit on punitive damages in exchange for Senator Breaux's willingness to impose a "global cap" on total damage awards which freight railroads could pay. The total cap would be somewhere near \$50 or \$60 million. Other potential options are being discussed. Amendments are also likely to be agreed to on the Reform Council. Democratic staff has opined that some type of liability deal is likely before the mark-up, and that such a result might lead to near

unanimous approval of the legislation by the Committee. Senator Hutchison is close to gaining a promise from Senator Lott to allow consideration of the legislation before the July 4 recess.

Also, Shuster's Blue Ribbon panel on Amtrak is expected to issue its report the week of June 16. The majority report is likely to recommend splitting Amtrak into an operating and an infrastructure company. The infrastructure company would continue to get federal capital grants. The operating company would transition to receiving no Federal operating assistance and would compete with other railroads for the right to service specific routes.

OTHER

4.3 Cents Fuel Tax House Ways and Means Committee Chairman Archer proposed a tax reconciliation mark that includes a provision to shift the 4.3 cents per gallon deficit reduction tax on aviation and jet fuel from the General Fund to the Trust Fund. While the tax bill does not address highway taxes, Joint Tax Committee Chief of Staff Ken Kies said during questioning that the Chairman would likely consider a similar tax shift for surface transportation in ISTEA reauthorization. Such a shift would likely feed Congressional efforts to move the trust funds off-budget by adding more than \$7 billion per year to balances over the next five years.

Demonstration Projects The Transportation and Infrastructure Committee had planned to offer an amendment during its reconciliation mark-up on May 11th which would have changed the treatment of mandatory demonstration projects in the baseline. The proposal would have amended the Budget Enforcement Act (BEA) to extend demonstration projects into the baseline and direct the House and Senate Budget Committee Chairmen to increase allocations to the affected authorizing committees.

If demonstration projects were reinstated into the baseline, an additional \$6.0 billion in contract authority and \$2.3 billion in mandatory outlays above the Budget Agreement would be created from FY 1998 to 2002. In addition to violating Budget Agreement, Senate Budget Committee Staff have indicated that the amendment would violate the Byrd rule. While this amendment was not offered at the T&I markup, T&I staff are still actively exploring legislative vehicles where they can include this provision.

Upcoming Hearing On Wednesday, June 18th, EPA and DOT will testify before the House Committee on Commerce, Subcommittee on Health and the Environment, on NEXTEA. The hearing focuses on the environmental benefits of the CMAQ and Enhancements programs. By conducting the hearing, the Commerce Committee is indicating its interest in NEXTEA and placing down a marker for inclusion in future discussions regarding development of the reauthorization bill.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Emil E. Parker (CN=Emil E. Parker/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:16-JUN-1997 18:40:15.00

SUBJECT: Meeting

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Dorothy and I will be meeting with a coalition of organizations that advocate for enhancing ISTEA funding to urban areas. The meeting is scheduled for Wednesday June 25 at 11:00. Dorothy said you wouldn't mind getting a room and clearing people into the building. I've given their contact person (D-Pak) your name. Is this OK? Thank you.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-JUN-1997 17:02:24.00

SUBJECT: Secretary Slater's Proposed Nat'l Forum on Financing Future Infrastructure

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

READ:UNKNOWN

CC: Claudia Pak (CN=Claudia Pak/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Secretary Slater is proposing that he, in conjunction with Treasury, OMB, and others, convene a series of 4 public forums over the next year to examine innovative infrastructure investment techniques. He would like to announce this idea at the June 19th VPOTUS State Infrastructure Bank event. To move the process along, the Secretary may call the Director and Sperling seeking their support.

The four forums would be as follows:

private investors,
academics, and consultants,
state and local government agencies and legislators,
a panel to synthesize the work of the prior three and provide alternatives
for the Secretary's consideration.

The results of the forum would be used to feed future legislative proposals or be incorporated into the work of the Capital Budgeting Commission.

This proposal would permit the Secretary to take a positive action in response to the pressure being exerted by the Hill and interest groups regarding the NEXTEA funding levels permitted by the Budget Deal. The House is considering both a one-year bill or a multi-year bill with an "automatic re-opener". (Like the NHS bill did for ISTEA, such a reopener would allow for Congress to take up NEXTEA-related legislation at some point during its lifetime. This will allow for fine tuning the bill without going through an entire reauthorization.) Therefore, the opportunity may present itself for additional legislation that may come out of these forums to be considered by Congress.

Provided the potential results of the forums are not over promised and there is an understanding that any legislation deriving therefrom would go through the interagency clearance process, I do not consider the Secretary's proposal to be problematic.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-JUN-1997 13:51:53.00

SUBJECT: NEXTEA

TO: Jonathan Murchinson (CN=Jonathan Murchinson/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

On Thurs. at 10 am, the VP and Rodney Slater will announce \$150M in grants to 39 states under our State Infrastructure Bank program, which is included in our proposed reauthorization for ISTEA, called NEXTEA). I'm having an event mtg. tomorrow at 11:45. Cld you tell me who I shld invite from your office? Thx.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-JUN-1997 10:19:40.00

SUBJECT: NEXTEA mtg.

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

READ:UNKNOWN

TEXT:

The VP and Secy Slater will be announcing \$150M in grants for State Infrastructure Banks on Thurs. at 10 am in Rm. 450. I need to pull together the following folks for an event mtg. -- ideally, tomorrow starting at 11 am (cld start as late as noon) or after 3 pm. Invitees:

Richard Hayes

Lynn Cutler

someone from VP scheduling office (John Horsley has been dealing w/ Adam Odanski (?), but I'm not sure he's the right person)

David Tornquist

someone from Media Affairs (I'll get you a name)

from DOT:

John Horsley

Jack Basso

Bill Vincent (get # from Horsley's office)

Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-JUN-1997 13:48:12.00

SUBJECT: nextea

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

READ:UNKNOWN

TEXT:

Pls. let Andy Blocker and Dan Tate (Leg. Affairs) and Bibb Hubbard (Cab. Affairs) know about the mtg. tomorrow (but don't change time if they can't make it). I'm still working on Media Affairs.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-JUN-1997 16:50:28.00

SUBJECT: Conversation with Frank Calhoun

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

READ:UNKNOWN

TEXT:

I called Frank Calhoun (FHWA-GC) and faxed him the EPA comments. I asked him to put in something like "...to better manage vehicle miles..." rather than "to control vehicle miles...." He agreed that would be O.K. His concern with saying to control vehicle miles is more a political one than I described, i.e., Republicans would love to catch the Administration in a statement saying we plan to control how much one would drive. That seems a bit far fetched to me, but nonetheless I'm passing his concern on. I also asked him to add the language for NEXTEA CMAQ projections and indicated that if asked questions, FHWA can defer to EPA.

I also called Jim Shrouds, but he was on the phone (I assume with you). I asked Frank to touch base with Jim and mentioned that you were probably talking to Jim. I also gave Frank your number in case he wanted to follow-up with you directly. I have a message in for Jim to call me. I'll follow up in a few minutes.

I apologize for dropping the OMB stick. I've spent most of the last 24 hours reviewing testimony, background material, and revisions and my arm gets tired of shaking the stick at EPA and DOT after a while. I promise to be more vigilant in the future.

Let me know if I need to do more follow-up. I plan to attend the hearing tomorrow; I'll send interested parties a summary, either in the next NEXTEA update or separately.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-JUN-1997 17:44:57.00

SUBJECT: Testimony Revisited

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

CC: james.shrouds (james.shrouds @ fhwa.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

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

CC: Frank.calhoun (Frank.calhoun @ fhwa.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

CC: kevin.heanue (kevin.heanue @ fhwa.dot.gov @ inet [UNKNOWN])
READ:UNKNOWN

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

TEXT:

I just spoke with Kevin Heanue at DOT. He said that he and David Gardiner worked out an agreement on language regarding VMT. They will be changing the wording to read "reduce the rate of growth in VMT" rather than "control VMT." This is acceptable to OMB.

As far as the CMAQ emissions reductions numbers under NEXTEA, per OMB's suggestion, DOT will add the numbers and attribute them to EPA, i.e., "EPA's analysis projects that...."

DOT is finalizing the testimony, per these two changes, now.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-JUN-1997 11:21:06.00

SUBJECT: Re: White base closure response

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

TEXT:

Realistically, no; I'm spending an enormous amt. of time on base closure crises -- esp. Kelly and McC, but also Long Beach -- and have a NEXTEA event on Thurs. and probably a VP mtg. on Kelly and McC w/ Fazio and chambers of commerce.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:30-JUN-1997 19:40:24.00

SUBJECT: Transportation work--Tuesday

TO: Elisabeth Stock (CN=Elisabeth Stock/O=OVP @ OVP [UNKNOWN])
READ:UNKNOWN

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

TEXT:

I need your help Tuesday on some NEXTEA transportation materials.

The Department of Transportation are encountering some resistance to our \$600 million proposal -- even among Democrats. They need some paper to help prove that it's a Presidential priority and to show how it fits into the overall welfare reform strategy.

Let's talk in the morning about this.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 1-JUL-1997 10:40:53.00

SUBJECT: FHWA Budgetary Resources and the 6/30 NEXTEA writeup

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

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

CC: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])
READ:UNKNOWN

CC: Donald Hillebrand (CN=Donald Hillebrand/OU=OSTP/O=EOP @ EOP [OSTP])
READ:UNKNOWN

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

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

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

TEXT:

The NEXTEA biweekly write-up incorrectly states what the House Appropriations Sub-committee mark provided for highways. The House Appropriations Subcommittee provided highways an increase of \$2 billion in budgetary resources above 1997 enacted (\$21.854 versus \$19.848), not \$1.1 billion as reported.

Please excuse the error.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Elisabeth Stock (CN=Elisabeth Stock/O=OVP [UNKNOWN])

CREATION DATE/TIME: 1-JUL-1997 16:59:05.00

SUBJECT: NEXTEA

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

TEXT:
Cynthia,

I have attached a draft document on NEXTEA. The first section (Welfare Reform and NEXTEA) shows how the \$600 million fits in to the President's broader welfare strategy. I can change the format if you like or add more "pieces of the strategy." The second section (Transportation -- tackling the spatial mismatch) gives more detail on the transportation problem and the NEXTEA provision. The last section (Transportation Studies) give one paragraph each on each of the studies. I have included an appendix of notes on each of the studies, which we may want to keep for ourselves but not hand out to others.

Please let me know how I can make this document better.

===== ATTACHMENT 1 =====
ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:
Unable to convert ARMS_EXT:[ATTACH.D49]MAIL471026183.116 to ASCII,
The following is a HEX DUMP:

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

WELFARE REFORM AND NEXTEA

The President's budget includes \$600 million in transportation funds as part of the National Economic Crossroads Transportation Efficiency Act (NEXTEA) for states and local entities to create transportation services that ensure access to work for low-income workers. These transportation funds are a crucial part of the President's welfare strategy to try to move one million people from welfare to work by the year 2000.

Since President Clinton took office, welfare caseloads have declined by 20 percent or nearly 2.8 million. Some of this decline can be attributed to President Clinton's successful economic policies, which created 12 million new jobs during his first four years in office. The decline in welfare rolls also demonstrates that welfare reform works. The lower caseloads are due in part to the waivers President Clinton granted to 43 states to allow them to impose tough work requirements and time limits and to provide incentives that make work pay better than welfare.

Now, to successfully move 1 million people from welfare to work by the year 2000, the President has proposed a complete welfare strategy, which ensures that the many of the key impediments to becoming employed are addressed. The provision of \$600 million in transportation funds is one important piece of this complete strategy. The other important pieces of the strategy address child care, making work pay, and providing additional funding to help the most difficult welfare cases move from welfare to work.

- The President refused to sign the new welfare bill until it provided \$12 billion for child care.
- The President proposed enhanced and expanded Work Opportunity Tax Credit allowing employers who hire long-term welfare recipients to claim a 50 percent tax credit on the first \$10,000 of wages paid to that person for two years.
- The President budget proposal includes a \$3 billion Welfare to Work Jobs Challenge fund for cities and states to create jobs and provide incentives for employing the most difficult welfare cases.

TRANSPORTATION -- TACKLING THE SPATIAL MISMATCH

One of the biggest barriers facing those moving from welfare to work is finding transportation to jobs, training, and support services such as day care. Three out of four welfare recipients live in rural areas or central cities, yet *throughout the 1980s, a significant number of new jobs were created in the suburbs. This was especially true in six of the eight largest metro areas (New York City, Chicago, Washington DC, San Francisco, Philadelphia, Detroit). The only two metro areas that had greater job growth in the central counties than in the suburban counties were Los Angeles (by a small amount) and Dallas Fort Worth (over 3 times as much).*

How then can welfare recipients living in central cities or rural areas reach these jobs? Only 6 percent of welfare recipients own cars, and public transit generally operates either within central cities or from suburbs into cities. In addition, public transit often does not meet the needs of off-hour shift workers or those with small children who require day care.

This is why the President has included several provisions to improve welfare recipients' access to jobs and training in his proposal for the National Economic Crossroads Transportation Efficiency Act (NEXTEA).

INVESTING \$600 million

NEXTEA includes a six-year, \$600 million incentive grant program to help people on welfare travel to work. On May 20, 1997, the President announced grants to 24 states and the Virgin Islands to develop welfare to work transportation plans that help get people to where the jobs are. The grants are being awarded by the Department of Transportation's Federal Transit Administration and the Federal Highway Administration in cooperation with the National Governors' Association.

[CREATING JOB-TRAINING OPPORTUNITIES IN TRANSPORTATION TECHNOLOGY AND CONSTRUCTION IS THIS STILL APPLICABLE?]

TRANSPORTATION STUDIES

ATLANTA STUDY

An ongoing Emory University study of Atlanta (Contact: Michael Rich, 404-727-7449) indicates that three of every four job openings advertised in the spring of 1997 were located in the suburbs. Of these job openings, only half of them were located within 1/4 mile of a bus or rail line. In terms of "entry-level" job openings (those requiring a high school degree or less and less than 6 months of work experience), two-thirds were within a quarter-mile of a transit line. About 1/4 of entry-level jobs that paid more than \$15,000, were within a quarter-mile of a transit line.

BOSTON STUDY

A study prepared by the Volpe National Transportation System (Contact: Annalynn Lacombe, 617-494-2161) found that, using trends to predict job openings, the highest growth in entry-level jobs was along Route 128, well outside Boston. Boston has an excellent transit system, with stations within a half-mile of 99 percent of the city's welfare recipients. Still, it does not provide needed connections to predicted job openings: only 43 percent of employers in high growth areas in industries likely to hire entry-level workers are within a half-mile of transit lines. Moreover, more than 43 percent of all employers cannot be reached by transit in under 2 hours.

CLEVELAND STUDY

Cleveland's economy has been expanding, but that growth has been

concentrated in the suburbs. A study by Case Western Reserve University (Contact: Neil Bania, 216-368-8670) showed that using projected employment openings, a vast majority of new entry-level jobs are expected in the suburban neighborhoods and cannot easily be reached by public transit. Fewer than half of the projected entry-level jobs are accessible from central city neighborhoods within an 80 minute transit ride, leaving the other half of entry-level jobs essentially out of reach of most of the Cleveland's welfare population.

NEWARK STUDY [Hughes 1991]

Between 1960 and 1988, the area within 30 miles of Newark experienced a increase in jobs from 1.4 million to 2.3 million (a 67 percent increase), yet the location of these jobs moved from predominately in the center to predominately in the periphery. Newark itself experienced substantial job loss of 41 percent, while jobs "just outside" Newark (jobs located between 1 and 10 mile from Newark) increased by 32 percent, and those on the periphery (jobs located between 10 and 30 miles from central Newark) increased by 162 percent. In other words, in 1960 sixty percent of the jobs were located within 10 miles of Newark, while by 1988, this number had fallen to only 40 percent with the remaining 60 percent in periphery. [Hughes 1991" Figs. 7 and 8]. Unfortunately, the movement of jobs to the periphery has not been matched by population deconcentration. Between 1970 and 1988, the average ratio of jobs-to population fell between 0 and 5 miles of Newark and rose between 5 and 30 miles from Newark. In addition, Newark's transit system does not make these periphery jobs accessible to Newark residents by peak-hour commuter train.

APPENDIX:

NOTES ON THE CITY STUDIES

Notes on the Atlanta Study:

This 3/4 figure is based on 79 jobs out of 285, a small sample.

- This study only determines how close entry-level jobs are to transit and not whether welfare recipients are located near transit stops.
- This study uses statistics on the number and location of actual posted job openings and the public transit route structure.

Notes on the Boston Study:

- This study uses statistics on the number and location of TANF households, the number and location of predicted job openings based upon trends, and the public transit route structure.
- Entry-level job openings do not come from geo-coding employment openings but rather by looking at where employers are located and then assuming which ones are likely to hire given which industries are growth industries for entry-level workers (based upon figures from 92-95).

Notes on the Cleveland Study:

- Also, new entry-level jobs are projected jobs not based on job listings.
- This study uses commute times (calculated during rush hour when commute times are shortest) rather than using distance to transit stops. The study uses the term "average length commute" which is 20 minutes for auto and 37 for transit.. They also use "reasonable time" but don't tell us what that is.
- The Cleveland study determines accessibility to jobs by looking at transit time rather than distance (miles) to transit stops. It bases transit time on rush hour times (therefore it is a "best case scenario").

Notes on the Newark Study:

- *Compares changes in job locations in and around Newark between 1960 and 1988. Then examines whether the deconcentration in jobs has been met with a deconcentration in the population. Then examines whether the Newark population is accessible to jobs in the periphery via transit.*
- *There is no specific treatment of low-wage jobs or low-income population. Jobs and population are treated in the aggregate.*

NOTES ON ALL THE STUDIES

None of the studies consider:

- (1) hours of transit service operation and whether new job openings are in shifts.*
- (2) frequency of transit service for periods of time when these new jobs function.*
- (3) reliability of transit service.*

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-JUL-1997 12:41:37.00

SUBJECT: Amtrack and Reauthorization of ISTEA

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

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

TEXT:

According to Slater's Office the Secretary said, "do whatever to make that meeting happen," referring to our meeting. Because of the President's change in schedule, (funeral in AR) there is a good chance the WEB will be canceled, if so, look for the meeting to come in then--around 1:00pm or so.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:21-JUL-1997 18:25:32.00

SUBJECT: NEXTEA Update, 7/21

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

CC: Claudia Pak (CN=Claudia Pak/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

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

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

CC: Barbara Chow (CN=Barbara Chow/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

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

TEXT:

This is the fourth in our series of regular NEXTEA-related summaries. The updates include highlights of recent actions and reactions from various groups concerning the bill.

TIMING OF HILL ACTION

In the Senate, leaders of the Environment and Public Works Committee announced that they will postpone action on any reauthorization bill until Congress votes on shifting 4.3 cents in fuel taxes from deficit reduction to the Highway Trust Fund. That issue will be decided in tax reconciliation conference before August recess. According to Senate staff, EPW is currently planning to have a discussion draft completed by the last week of August with a markup to take place sometime in the first or second week of September.

After intimating that he may attempt to mark up an ISTEA reauthorization bill on July 29th, House T&I Committee Chairman Bud Shuster has receded, saying, for reasons similar to those cited in the Senate, that he will instead focus on a September release. Shuster is currently leaning toward a three year authorization, but has not ruled-out a single year bill.

TAX RECONCILIATION

The fate of the 4.3 cents motor fuel tax that currently is dedicated to deficit reduction was a focus of discussion within the transportation community during the past several weeks. Over eighty Senators wrote reconciliation Conferees in favor of a provision in the Senate Revenue Reconciliation bill which would transfer the 4.3 to the Highway Trust Fund (HTF). The provision is also supported by Ways and Means Chairman Archer and T&I Chairman Shuster in the House. Senator Domenici and Representative Kasich are leading opposition to the provision. The Administration has weighed in opposing the transfer, both in Secretary Rubin's letter to the Senate and a letter from the OMB Director to the Conferees. Simply shifting the 4.3 cents to the HTF will increase the FY 2002 cash balance from \$34 billion to over \$72 billion, assuming the Bipartisan Agreement spending levels. This HTF cash balance growth would increase the pressure to increase transportation spending above the Agreement levels. A key issue in the current debate is whether or not the

funds generated by the shift will be available for spending through some special budgetary treatment once they are transferred.

APPROPRIATIONS

The House Appropriations Committee finalized its Transportation Appropriations Bill in a forty minute mark up on July 11. The full committee made only minor technical amendments to the Transportation Sub-committee mark, so Administration concerns remain regarding a current-law appropriation in the face of our NEXTEA proposal. Various new programs included in the Administration's reauthorization proposal -- such as Access to Jobs and Training, State Infrastructure Banks, and Credit Enhancement -- are not funded, which may provide authorizers additional reasons not to create the programs. The mark includes significant increases above FY 1997 for highways (\$2 billion) and transit (\$500 million). Funding for intercity passenger rail drops by \$238 million, with a majority of cuts coming from operating expenses and one-time 1997 train-set purchases.

Similarly, the Senate Transportation Appropriations Subcommittee produced a FY 1998 mark that assumes current law. The funding level included by the Senate favors highway spending, with increases over FY 1997 of \$3.1 billion for FHWA compared with only \$200 million for Transit. Senate appropriators drastically cut Amtrak funding by \$398 million, to \$190 million for operating expenses and zero for capital. Appropriators assume Amtrak capital spending will be derived from a new intercity passenger rail reserve fund created in Senator Roth's tax reconciliation bill.

TRANSIT

In meetings with the Senate Banking Committee minority staff, it has become clear that New Start funding will dominate the Committee's ISTEA reauthorization agenda. Welfare to Work will also receive a good deal of debate, but it appears that this is not the show-stopper New Starts could be (the committee will probably authorize a much smaller Welfare to Work demonstration project, likely in conjunction with HUD's Bridges to Work program). In contrast, it appears that consensus is building in support of the Administration's proposal to eliminate transit operating assistance.

According to committee staff, New Start funding MUST be higher than that proposed in the President's Budget and NEXTEA in order to get a bill out of committee. They are mainly concerned that authorization levels support construction of new Member projects. Both Banking Committee Chairman D'Amato and Ranking Minority Member Sarbanes have personal interest in seeing that additional funds be secured for New Starts other than the fifteen currently under Full Funding Grant Agreements (FFGA). D'Amato's home state of New York has about \$1 billion in New Start projects in the pipeline, and Sarbanes is looking for more than \$275 million for extension of the WMATA system to Largo, MD. The Contract Authority in NEXTEA would accommodate approximately \$2 billion worth of additional projects, however, obligation limitation included in the revised President's Budget would allow for only \$500 million in new FFGAs over six years. Subcommittee staff speculate that Senators will be unable to fund all

Member requests, and will therefore eventually produce a bill with NO specific New Start earmarks. This, combined with the House's propensity to earmark (House appropriators included 42 non-FFGA earmarks in their latest action), would lead to a highly contentious conference.

HIGHWAYS

Chairman Shuster and other members of the Transportation and Infrastructure Committee are "barnstorming" across the country to drum up support for ISTEA Reauthorization. Events have been held in Miami and Chicago, with future stops in Atlanta, New York/New Jersey, Texas, and Illinois. The story at these meetings is that there are insufficient funds available to for the ISTEA reauthorization proposal. The visits are focusing on the need for additional funding for large infrastructure projects, such as the Woodrow Wilson Bridge. Early draft legislation from the House included a "High Cost Interstate Reconstruction and Improvement Program" to address these needs. This proposal would authorize funds for use on projects over \$200 million or 50 percent of a State's apportionment. It is unclear how the Senate will address the issue of high-cost interstate programs. However, the Senate is likely to include innovative financing provisions that would address the issue.

ENVIRONMENT

The Environment and Energy Institute (EESI), in cooperation with the House Sustainable Development Caucus, held a forum for Hill staff last Friday (7/18) to discuss the relationship of transportation to urban sprawl. Speakers at the forum included representatives from the Natural Resources Defense Council (NRDC), Surface Transportation Policy Project (STPP), the State of Colorado's Office of Energy Conservation, and planners from Arlington County, VA, and the State of Maryland. The group were very supportive of the tools that ISTEA provided to address the transportation impacts of urban sprawl, particularly the emphasis on maintenance activities (versus capacity expansion), flexibility to transit programs, planning, and local decision-making. The groups also expressed support for Moynihan's Sustainable Transportation Initiative (the 6/30 bi-weekly report discusses this initiative in more detail).

The House Sustainable Development Caucus is a recently formed coalition of House members and staff who are concerned about sustainable development issues. Representatives Elizabeth Furse (D-OR) and Wayne Gilchrest (R-MD) co-chair this new group. This coalition could provide important support for the Administration's NEXTEA environmental priorities as well as the Moynihan Sustainable Transportation Initiative.

On Monday (7/21), the EESI also plans to hold a briefing on the EPA's new air quality standards and the reauthorization of ISTEA. Mort Downey (DOT) and Mary Nichols (EPA) plan to speak at the briefing for Hill staff.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-JUL-1997 18:58:40.00

SUBJECT: Re: Rebuild America Coaliton draft

TO: Leanne I. Johnson (CN=Leanne I. Johnson/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

i checked w/ Horsley; the correct # is 20% (the 11% refers to the NEXTEA increase over current spending).

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-AUG-1997 15:45:51.00

SUBJECT: Re: Welfare to Work Transportation

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

READ:UNKNOWN

TEXT:

good idea; I might expand the scope of the mtg. a bit to include other Admin. priorities in nextea. I'll organize something -- probably for early next week, before everyone splits.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-AUG-1997 15:51:09.00

SUBJECT: Re: Welfare to Work Transportation

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

READ:UNKNOWN

TEXT:

Sounds great.

Dorothy Robyn

08/06/97 03:45:38 PM

Record Type: Record

To: Cynthia A. Rice/OPD/EOP

cc:

Subject: Re: Welfare to Work Transportation

good idea; I might expand the scope of the mtg. a bit to include other Admin. priorities in nextea. I'll organize something -- probably for early next week, before everyone splits.