

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-OCT-1997 10:57:24.00

SUBJECT: ISTEa Mtg

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

TEXT:

this is really tough--thrown on us last minute--is it as high a priority as DR says. I will try, but just want to remind everyone about the limits of his schedule and his absolute lack of phone/office time in the past week.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-OCT-1997 09:14:39.00

SUBJECT: NEXTEA Mtg.

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Secretary Slater has asked Gene to convene the same group that met two weeks ago (Sperling, Raines, Hilley, McGinty and Slater) to update our position on ISTEA legislation moving on Hill.

Chafee is set to go to Senate floor as soon as Wed. w/ ISTEA II. But he faces a lot of opposition (esp. from states hurt by the funding formula), and it is doubtful he can get the floor time necessary (Chafee estimates 2 wks.). Based on his mtg. Friday w/ Chafee's chief of staff and Baucus and Warner staff, DOT Asst. Secy. Steve Palmer thinks Chafee is debating between a 6-month bill (what the House did) vs doing nothing at all. (The advantage of doing nothing is that it would force the Senate to deal w/ ISTEA sooner rather than later; Chafee staff thinks if they go w/ a 6-mo. bill, the Senate won't deal with a multiyear bill until next fall -- in the midst of the 98 election.)

The mtg. needs to be Tues. or Wed. at the latest.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-OCT-1997 20:51:09.00

SUBJECT: NEXTEA Update (Russ: This is a must-see for Gene)

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

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

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

TEXT:

Last Wednesday, the House passed by voice vote legislation that would extend current ISTEA law for 6 mos. The previous week, the House Transportation & Infrastructure Committee passed but did not report out Rep. Shuster's multi-year bill, known as BESTEA.

The action this week is in the Senate. The reauthorization bill known as ISTEA II is likely to come up for Senate floor action on Wednesday. Sen. Lott has urged the relevant chairmen to move the bill thru as quickly as possible, but Chafee has estimated he needs 2 weeks, and Kennedy is threatening a filibuster over the poor treatment Massachusetts receives under Chafee's funding formula. (In essence, Chafee got the support to preserve ISTEA's good programmatic structure by shortchanging the northeastern states in terms of the formula.) Note that the Senate debated ISTEA for 2 and-a-half weeks in 1991.

Major issues on the floor -- in addition to the funding formula -- will include: DBE program; Davis-Bacon; Congestion Mitigation Air Quality (CMAQ) program; environmental review streamlining; tax turn-back (to states); and Clean Air Act (CAA) amendments.

CAA amendments could try to do the following: a) ban EPA from enacting new standards; b) require that EPA show it could defend in a court of law any new standards it proposes to promulgate; and c) prohibit EPA from withholding highway funds over severe CAA violations (EPA has never done this but environmentalists value the threat).

The transit title, which the Banking Committee passed two weeks ago, will likely be offered late in the debate, to avoid time-consuming amendments. Mosley-Braun may amend her own "Access to Jobs" (W-T-W transportation services) provision to make eligibility more restrictive (whereas we would treat any former welfare recipients as eligible, she would cap eligibility at 150% of the poverty level).

Because of all the controversy and proposed amendments to ISTEA II, Chafee is privately doubtful he can get the bill approved in the

remaining weeks. DOT Assistant Secretary Steve Palmer met with Chafee's COS and aides to Baucus and Warner on Friday, and it was clear they are debating whether to pass the House's six-month bill or else pass no bill. The advantage of the latter approach is that it would force the Senate to deal with a six-year bill sooner rather than later; apparently Chafee believes that if the Senate approves the House 6-month bill, the Senate will not debate a 6-year bill until next fall, during the heat of the campaign (the availability of several months of unspent obligations makes is what makes this scenario possible).

After being briefed on the Palmer meeting, Secretary Slater asked that you convene a meeting of the "economic team" -- the same small group that met 2 weeks ago on NEXTEA (esp. Raines and Hilley) -- to develop a position on Chafee's options. Melissa has tentatively set that up. (Andy Blocker believes we can delay the meeting until next week. I have asked him to talk to Steve Palmer; if Steve and Rodney agree, we can postpone it.)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-OCT-1997 21:35:59.00

SUBJECT: NEXTEA Update (Russ: This is a must-see for Gene)

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

READ:UNKNOWN

TEXT:

in his paper

----- Forwarded by Russell W. Horwitz/OPD/EOP on 10/06/97

09:35 PM -----

Dorothy Robyn

10/06/97 08:51:01 PM

Record Type: Record

To: Gene B. Sperling/OPD/EOP

cc: Russell W. Horwitz/OPD/EOP, Jonathan A. Kaplan/OPD/EOP

Subject: NEXTEA Update (Russ: This is a must-see for Gene)

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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-OCT-1997 20:37:54.00

SUBJECT: Re: fyi

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

READ:UNKNOWN

TEXT:

I just got off phone w. Steve Palmer and Andy Blocker. Since ISTEAs moving to floor, a mtg. wld be premature. We'll know more later in week, but a mtg. next week probably makes sense.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-OCT-1997 21:38:28.00

SUBJECT: NEXTEA/ISTEA Update

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

TEXT:

FYI. Two things: First, I've said you all are looking at the 6-mo. vs. do-nothing options b/c you're always several steps ahead of me. If you're not actually looking at them, could you? Steve Palmer still thinks we'll face that decision (or, Chafee will). Second, Jerry Mande, who has been working the air bag issue, apparently doesn't know Mark Schwartz. Jerry will be meeting w/ Claybrook, et al tomorrow at 5 in OEOb Rm. 422, and I'm going to attend. Could Mark attend as well?

----- Forwarded by Dorothy Robyn/OPD/EOP on 10/07/97
09:33 PM -----

Dorothy Robyn
10/07/97 09:28:43 PM
Record Type: Record

To: Gene B. Sperling/OPD/EOP
cc: Russell W. Horwitz/OPD/EOP, Jonathan A. Kaplan/OPD/EOP
Subject: NEXTEA/ISTEA Update

Assuming the cloture vote on campaign finance reform, scheduled for noon tomorrow, fails, the Senate will turn to ISTEA. Chafee and Kennedy have apparently made enough progress on MA funding that the filibuster threat has receded and debate on the bill might actually begin. Lott continues to say he's committed to getting a multi-year bill this year. Even so, that still looks very questionable, given what will be on the Senate's agenda when it returns the week of Oct. 20 (CR, appropriations bills, Amtrak strike, fast track).

(Because ISTEA is moving to the Sen. floor, we've postponed the Slater-Sperling-Raines-Hilley meeting for now. However, OMB will be analyzing the 6 mos. extension vs. do-nothing options, which Chafee is considering and which would be the focus of the meeting.)

Sylvia and Richard Hayes are coordinating a major effort to preserve the DBE program (see Richard's e-mail, attached). DOT has prepared a very strong letter from Slater, which will go to OMB for clearance tomorrow. (The transit portion of ISTEA, which came out of Banking, does not currently have DBE; Sarbanes opted not offer the amendment in committee, apparently b/c he didn't think he had the votes. Assuming we can hold

onto DBE in the highway portion of the bill, and assuming we get a solid vote, we would ask for unanimous consent at the end of the ISTEA debate to extend DBE to transit.)

There's a sticky issue involving air bags, which needs to be resolved. Kempthorne has an amendment that we and safety groups oppose but that he has the votes to pass. DPC (Jerry Monde) has been meeting with all sides in an effort to get a compromise but to no avail so far. Jerry and I will meet tomorrow with the safety groups and explore other options.

Another safety amendment, which Lautenberg will offer, will call for a sanction on states that don't lower the legal threshold for alcohol consumption from the current 1.0 to 0.8. We opted not to include this in NEXTEA, b/c the data isn't there and for fear opponents would bring down the entire bill. But at this point, it looks advisable for us to support the Lautenberg amendment, particularly as a way to get the safety groups to go along with a compromise on seat belts.

Andy Blocker and I asked DOT to draft a POTUS statement/letter, for us to have at the ready, emphasizing our 4 ISTEA priorities: DBE, WTW, environment, and safety. Sylvia and Richard may want a separate letter just on DBE, which makes sense to me.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-OCT-1997 21:28:50.00

SUBJECT: NEXTEA/ISTEA Update

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

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

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

TEXT:

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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-OCT-1997 21:30:34.00

SUBJECT: NEXTEA - DBE Update

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

READ:UNKNOWN

TEXT:

Pls. attach to NEXTEA update.

----- Forwarded by Dorothy Robyn/OPD/EOP on 10/07/97

09:30 PM -----

Richard L. Hayes

10/07/97 09:59:13 AM

Record Type: Record

To: Sylvia M. Mathews/WHO/EOP

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

Subject: NEXTEA - DBE Update

Yesterday, I participated in a well attended Senate staff briefing and strategy session that was arranged by Sen. Kennedy and Daschle's office. Other participants included DOT (Nancy McFadden et al.), LCCR Affirmative Action Task Force, and Joann Payne (Women First). As sit stands now, Lott has scheduled the ISTEA legislation to be taken up this Wednesday afternoon. However, this schedule may slip because of the Campaign finance Reform debate, and the DBE issue may not actually be dealt with until after the Senate returns from break. Nonetheless, current plans re to be ready to join the debate (whenever it comes up) and (hopefully) defeat the expected McConnell amendment that would gut the current DOT DBE program. By LCCR's count, we have a solid 32 Senators in our camp and another 19 that are possible, which if true, means that we should be able to prevail. Other amendments may also be offered by Sessions (which would conform the program to Adarand) and Hutchinson (which would strike the program), which we similarly hope to defeat.

DOT has done an excellent job of preparing background materials and talking points (that were handed out yesterday) and that will also be distributed to the various Senate offices today. They have also prepared state-specific information for use by individual Senators. Other things that are in the works include: (1) developing a possible amendment that would be offered by the Dems if needed to protect the DBE program (for now, we are going to attempt to defeat all amendments); (2) developing a press strategy to include seeking editorials that could be placed with local home-town newspapers and editorial boards; (3) holding a DOT press conference that would include "real people" -- aim is to reach out to more than just the usual reporters who cover DOT, but include affirmative action/civil rights reporters, etc. ; (4) making Sec. Slater available to

meet with key Senators; (5) identifying Senators interested in speaking out on this issue on the Senate floor and providing them with any materials they require; and (6) identifying minority, women and Indian business people who can reach out to their Senators. In addition, it was requested that the Administration have other Cabinet members speak out and help contact key Senators (Sec. Cohen was one person that the group wanted to hear from on this issue) and that the Administration issue a strong views statement indicating its support for the DBE program. A Presidential statement is highly desirable, but we need at least a statement from the AG indicating that the program is not unconstitutional.

Message Copied

To: _____

Ananias Blocker III/WHO/EOP
Thurgood Marshall Jr/WHO/EOP
Janet Murguia/WHO/EOP
Tracey E. Thornton/WHO/EOP
Dawn M. Chirwa/WHO/EOP
Robert N. Weiner/WHO/EOP
Peter Rundlet/WHO/EOP
Audrey T. Haynes/WHO/EOP
Robert B. Johnson/WHO/EOP
Minyon Moore/WHO/EOP
Dorothy Robyn/OPD/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-OCT-1997 21:31:35.00

SUBJECT: NEXTEA/ISTEA Update

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

READ:UNKNOWN

TEXT:

----- Forwarded by Russell W. Horwitz/OPD/EOP on 10/07/97
09:31 PM -----

Dorothy Robyn

10/07/97 09:28:43 PM

Record Type: Record

To: Gene B. Sperling/OPD/EOP

cc: Russell W. Horwitz/OPD/EOP, Jonathan A. Kaplan/OPD/EOP

Subject: NEXTEA/ISTEA Update

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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Jerold R. Mande (CN=Jerold R. Mande/OU=OSTP/O=EOP [OSTP])

CREATION DATE/TIME: 7-OCT-1997 19:20:21.00

SUBJECT: ISTEa reauthorization

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

TEXT:

Thanks for your kind words. I am working on an air bag issue that is currently tied to the ISTEa reauthorization and I need to talk to the appropriate NEC person working the bill.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 7-OCT-1997 20:36:31.00

SUBJECT: Re: ISTEa reauthorization

TO: Jerold R. Mande (CN=Jerold R. Mande/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TEXT:

Wld you mind if I joined you for the mtg. w/ Claybrook, et al.?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 12:19:17.00

SUBJECT: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

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

READ:UNKNOWN

TEXT:

----- Forwarded by Melissa Green/OPD/EOP on 10/08/97

12:19 PM -----

Michael Deich

10/08/97 12:18:12 PM

Record Type: Record

To: Charles Konigsberg/OMB/EOP

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

Subject: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

Andy B agrees to the following on Maglev:

"We are concerned that the proposed Magnetic Levitation Transportation Technology Deployment Program does not adequately take into consideration evidence on the costs and benefits of projects that would be eligible under the program."

Message Copied

To:

Charles Konigsberg/OMB/EOP

Franklin D. Raines/OMB/EOP

Jacob J. Lew/OMB/EOP

Michael Deich/OMB/EOP

T J. Glauthier/OMB/EOP

James J. Jukes/OMB/EOP

John L. Hilley/WHO/EOP

Ananias Blocker III/WHO/EOP

Daniel C. Tate/WHO/EOP

Bruce N. Reed/OPD/EOP

Jason S. Goldberg/WHO/EOP

Gene B. Sperling/OPD/EOP

Dorothy Robyn/OPD/EOP

Richard L. Hayes/WHO/EOP

Linda Lance/CEQ/EOP

Joshua Gotbaum/OMB/EOP

Charles E. Kieffer/OMB/EOP

Elena Kagan/OPD/EOP

Lisa M. Kountoupes/OMB/EOP

Kenneth L. Schwartz/OMB/EOP
David E. Tornquist/OMB/EOP
Alice E. Shuffield/OMB/EOP
Kate P. Donovan/OMB/EOP
David J. Worzala/OMB/EOP
Ronald M. Cogswell/OMB/EOP
James C. Murr/OMB/EOP
James A. Brown/OMB/EOP
Virginia N. Rustique/WHO/EOP
Theodore Wartell/OMB/EOP
Alecia Ward/OMB/EOP
Janet Himler/OMB/EOP
Jill M. Blickstein/OMB/EOP
Melissa Green/OPD/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 20:47:29.00

SUBJECT: NEXTEA/ISTEA Update

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

According to Janno Lieber, the Senate began consideration of ISTEA today, but nothing much happened. Dem's tried to keep campaign finance reform alive by making it an amendment to ISTEA. But Lott set the procedure up so that Chafee could rule on whether amendments were in order, thereby frustrating Democrats' efforts. In anger, Democrats, in effect, have been running out the clock. DOT doesn't expect anything of significance to come up tomorrow.

On the safety front, DOT (Steve Palmer, on behalf of NHTSA) unofficially gave Kempthorne a counter-proposal that -- while it probably is substantively sound -- may anger the safety groups. The meeting Jerry Mande and I were to have with the safety groups today did not come off, so we were not able to try to glean what their reaction to the DOT proposal might be. DOT would like to package that proposal with our commitment to support Lautenberg's .08 BAC amendment, as a way to appease the safety groups. I will run the traps on both proposals with OIRA and others, but, with respect to the politics, I'm inclined to defer to DOT.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 10:16:10.00

SUBJECT: Re: ISTEa reauthorization

TO: Jerold R. Mande (CN=Jerold R. Mande/OU=OSTP/O=EOP @ EOP [OSTP])
READ:UNKNOWN

TEXT:

I took the liberty of asking Mark Schwartz, the NHTSA budget examiner at OMB, to come to the meeting as well. He's very, very good.

Called my physicist friend who retired from NHTSA 2 yrs ago last nite after we spoke. He was out in Pasadena, where he's consulting w/ the Jet Propulsion Lab on the smart air bag issue. (By the way, according to Carl, JPL thinks we're several years or more away from having the right technology for smart air bags.)

He favors a strong focus on getting seat belt usage up -- by, among other things, having auto makers use technology that would induce passengers to buckle up (the old interlock technology tried to do that but in a way consumers wouldn't accept). If you can get belt use way up, he says the European-style bag ((called a "face bag" but it's really a smaller version of what we have) is the most cost-effective approach.

Carl is not a particular fan of the unbelted test (it dictates the technology rather than the outcome), but he confirmed that if you eliminate the unbelted test requirement, you essentially eliminate the requirement for air bags altogether, b/c car co's can meet the remaining requirements just with seat belts. In his view, main problem w/ air bags is that they deploy at speeds that are too low (12 mph, approx). If one is belted, air bags are unnecessary until you get to speeds in the mid-20s. The automakers can fix that problem relatively easily (early bags deployed at even lower speeds) but they don't want to for fear of liability.

His suggested compromise: eliminate unbelted test req. for cars with capability to induce passengers to buckle up. but he conceded after some thought that Claybrook wld probably not go along w/ it. I told him he needed to do better!

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 11:57:55.00

SUBJECT: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

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

READ:UNKNOWN

TEXT:

Please note: there is currently disagreement on whether to include the
MAGLEV paragraph under additional concerns. Blocker wants it out; DOT
may want it in.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 09:32:41.00

SUBJECT: NEXTEA/ISTEA Update

TO: 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

TEXT:

Dorothy: I will attend tomorrow's meeting with Claybrook. I had a question for you on your original e-mail to Gene. You note that we should sign on w/Lautenberg .08 BAC proposal as a way to get safety groups to go along with safety belt compromise. What specific compromise are you referring to? Is the compromise where we drop insistence on soft sanctions?

Thanks.

----- Forwarded by Mark J. Schwartz/OMB/EOP on 10/08/97
09:30 AM -----

David E. Tornquist
10/08/97 09:26:20 AM
Record Type: Record

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

cc:

Subject: NEXTEA/ISTEA Update

Mark - PLs see meeting invite.

----- Forwarded by David E. Tornquist/OMB/EOP on 10/08/97
09:25 AM -----

Dorothy Robyn
10/07/97 09:38:23 PM
Record Type: Record

To: David E. Tornquist/OMB/EOP@EOP

cc:

Subject: NEXTEA/ISTEA Update

FYI. Two things: First, I've said you all are looking at the 6-mo. vs. do-nothing options b/c you're always several steps ahead of me. If you're

not actually looking at them, could you? Steve Palmer still thinks we'll face that decision (or, Chafee will). Second, Jerry Mande, who has been working the air bag issue, apparently doesn't know Mark Schwartz. Jerry will be meeting w/ Claybrook, et al tomorrow at 5 in OEOP Rm. 422, and I'm going to attend. Could Mark attend as well?

----- Forwarded by Dorothy Robyn/OPD/EOP on 10/07/97
09:33 PM -----

Dorothy Robyn
10/07/97 09:28:43 PM
Record Type: Record

To: Gene B. Sperling/OPD/EOP
cc: Russell W. Horwitz/OPD/EOP, Jonathan A. Kaplan/OPD/EOP
Subject: NEXTEA/ISTEA Update

Assuming the cloture vote on campaign finance reform, scheduled for noon tomorrow, fails, the Senate will turn to ISTEA. Chafee and Kennedy have apparently made enough progress on MA funding that the filibuster threat has receded and debate on the bill might actually begin. Lott continues to say he's committed to getting a multi-year bill this year. Even so, that still looks very questionable, given what will be on the Senate's agenda when it returns the week of Oct. 20 (CR, appropriations bills, Amtrak strike, fast track).

(Because ISTEA is moving to the Sen. floor, we've postponed the Slater-Sperling-Raines-Hilley meeting for now. However, OMB will be analyzing the 6 mos. extension vs. do-nothing options, which Chafee is considering and which would be the focus of the meeting.)

Sylvia and Richard Hayes are coordinating a major effort to preserve the DBE program (see Richard's e-mail, attached). DOT has prepared a very strong letter from Slater, which will go to OMB for clearance tomorrow. (The transit portion of ISTEA, which came out of Banking, does not currently have DBE; Sarbanes opted not offer the amendment in committee, apparently b/c he didn't think he had the votes. Assuming we can hold onto DBE in the highway portion of the bill, and assuming we get a solid vote, we would ask for unanimous consent at the end of the ISTEA debate to extend DBE to transit.)

There's a sticky issue involving air bags, which needs to be resolved. Kempthorne has an amendment that we and safety groups oppose but that he has the votes to pass. DPC (Jerry Monde) has been meeting with all sides in an effort to get a compromise but to no avail so far. Jerry and I will meet tomorrow with the safety groups and explore other options.

Another safety amendment, which Lautenberg will offer, will call for a sanction on states that don't lower the legal threshold for alcohol consumption from the current 1.0 to 0.8. We opted not to include this in NEXTEA, b/c the data isn't there and for fear opponents would bring down the entire bill. But at this point, it looks advisable for us to support the Lautenberg amendment, particularly as a way to get the safety groups to go along with a compromise on seat belts.

Andy Blocker and I asked DOT to draft a POTUS statement/letter, for us to have at the ready, emphasizing our 4 ISTEA priorities: DBE, WTW, environment, and safety. Sylvia and Richard may want a separate letter just on DBE, which makes sense to me.

Message Sent

To:

Kenneth L. Schwartz/OMB/EOP@EOP

Mark J. Schwartz/OMB/EOP@EOP

David J. Worzala/OMB/EOP@EOP

Diane R. Montgomery/OMB/EOP@EOP

Kim C. Nakahara/OMB/EOP@EOP

David E. Tornquist/OMB/EOP@EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 15:20:02.00

SUBJECT: Draft Slater Letter on DBE Amendment to ISTEA bill

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

READ:UNKNOWN

TEXT:

----- Forwarded by Paul J. Weinstein Jr./OPD/EOP on
10/08/97 03:19 PM -----

Jose Cerda III

10/08/97 03:19:27 PM

Record Type: Record

To: Paul J. Weinstein Jr./OPD/EOP

cc:

Subject: Draft Slater Letter on DBE Amendment to ISTEA bill

FYI. cj3

----- Forwarded by Jose Cerda III/OPD/EOP on 10/08/97
03:19 PM -----

James J. Jukes

10/08/97 03:01:12 PM

Record Type: Record

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

cc:

Subject: Draft Slater Letter on DBE Amendment to ISTEA bill

We have just received for clearance a draft letter that Secretary Slater wishes to send to the Senate leadership concerning the Disadvantaged Business Enterprise (DBE) provision in the surface transportation (ISTEA) legislation that is now on the Senate floor. DOT understands that an amendment may be offered later this afternoon that would terminate the DBE program. The letter opposes such an amendment and states that the Secretary "would find it difficult to recommend ISTEA legislation to the President for signature that did not include the DBE program."

DOT advises that Secretary Slater has personally approved the letter, and DOT requests OMB clearance of the letter within an hour. It will be faxed to you within the next few minutes with a 4:00 deadline. DOT is also

making direct calls to Justice and WH/LA to expedite the clearance process. Jill Gibbons (x5-7593) will handle clearance for OMB/LRD in Jim Brown's absence today.

Message Sent

To:

Michael Deich/OMB/EOP
Theodore Wartell/OMB/EOP
Patricia E. Romani/OMB/EOP
Kenneth L. Schwartz/OMB/EOP
David E. Tornquist/OMB/EOP
David J. Worzala/OMB/EOP
Diane R. Montgomery/OMB/EOP
Kim C. Nakahara/OMB/EOP
Mark J. Schwartz/OMB/EOP
Mathew C. Blum/OMB/EOP
Steven L. Schooner/OMB/EOP
Charles Konigsberg/OMB/EOP
Alice E. Shuffield/OMB/EOP
Lisa M. Kountoupes/OMB/EOP
James C. Murr/OMB/EOP
M. Jill Gibbons/OMB/EOP
James A. Brown/OMB/EOP
Richard L. Hayes/WHO/EOP
Dawn M. Chirwa/WHO/EOP
Robert N. Weiner/WHO/EOP
Jose Cerda III/OPD/EOP
Ananias Blocker III/WHO/EOP
Daniel C. Tate/WHO/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 12:00:27.00

SUBJECT: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

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

READ:UNKNOWN

TEXT:

Maglev's a turkey, but I'll defer to Andy on this.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 11:41:14.00

SUBJECT: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

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

TEXT:

Looks good; restructuring improves it a lot.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 11:24:26.00

SUBJECT: URGENT -- CLEARANCE NEEDED ON ISTEAP

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

READ:UNKNOWN

TEXT:

----- Forwarded by Paul J. Weinstein Jr./OPD/EOP on
10/08/97 11:24 AM -----

Alice E. Shuffield

10/08/97 11:22:59 AM

Record Type: Record

To: Paul J. Weinstein Jr./OPD/EOP

cc:

Subject: URGENT -- CLEARANCE NEEDED ON ISTEAP

You should have been on this list. Jack Lew did some revisions that I'll forward to you, too.

Alice

----- Forwarded by Alice E. Shuffield/OMB/EOP on 10/08/97
11:21 AM -----

Charles Konigsberg

10/07/97 08:53:44 PM

Record Type: Record

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

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

Subject: URGENT -- CLEARANCE NEEDED ON ISTEAP

[sent via e-mail and fax]

The Senate is expected to begin consideration of the ISTEAP (highway reauthorization) bill Wednesday afternoon. Please review asap the attached draft SAP; note that this is revised from previous versions you have seen in order to shorten the SAP. Also, note that a decision is needed on whether to include the last sentence of the first paragraph, pertaining to the anticipated Gramm/Byrd amendment. Please contact Chuck Konigsberg with comments/changes at 55069, or by e-mail, no later than 11am Wednesday. Thanks.

DRAFT --NOT FOR RELEASE

October 8, 1997

(Senate)

S. 1173 Intermodal Surface Transportation Efficiency Act of 1997
(Warner (R) Virginia and 16 cosponsors)

Reauthorizing the Nation's surface transportation programs is the Administration's top transportation priority for this session of Congress. S. 1173 is a 6-year bill that addresses many of the President's priorities, as reflected in the Administration's proposal to reauthorize the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). While the Administration's preliminary review of the Committee's bill indicates that it is not fully consistent with the Bipartisan Budget Agreement (BBA), the Administration understands that it is the managers' intent that the bill remain within the bounds of the carefully crafted Agreement. The Administration supports this goal and urges the Senate to craft a bill that is fully consistent with the Agreement. [The Administration would strongly oppose amendments to the bill which would further increase funding levels above those agreed upon in the BBA. -- clear this sentence w/ WH/LA]

The Administration commends the Senate for retaining ISTEA's disadvantaged business enterprise goals and uniform certification provision for highway projects, and would strongly oppose any amendment to repeal or weaken these provisions. In addition, the Administration would oppose any amendments to weaken: the National Environmental Policy Act, the Congestion Mitigation and Air Quality Improvement Program (including allowing single occupancy vehicle projects to receive funding under the Program), or the Clean Air Act. The Administration is also committed to retaining ISTEA's labor standards and employee protection requirements afforded working people on federally assisted projects (including those assisted by State infrastructure banks), and would oppose any amendments repealing or limiting these protections. The Administration would oppose changing the transit formula by adopting any form of minimum allocation for transit.

S. 1173 is a significant intermodal transportation measure, and the Administration supports Senate passage if it is amended to:

- o Make the bill fully consistent with the Bipartisan Budget Agreement.
- o Strengthen its safety provisions by -- retaining the unbelted crash testing requirement; penalizing repeat drunk driving offenders at the same blood alcohol level as first offenders; including the Administration's criteria in the seat belt incentive program for States to increase seat belt use rates; and eliminating the special exemption from the Federal seat belt use law for New Hampshire.
- o Authorize the full \$2.2 billion requested by the Administration for the Appalachian Development Highway System, and the full \$161 million requested for National Park roads and parkways. The

funding levels currently authorized in S. 1173 are inadequate to support these important programs.

- o Provide additional flexibility to State and local governments in establishing hiring preferences for in-State welfare recipients, in order to meet the aggressive targets included in the recent welfare reform law.
- o Expand its intermodal focus by permitting State and local governments to use Surface Transportation Program (STP) funds for publicly owned freight rail infrastructure.
- o Retain the current 10 percent set-aside of STP funds for transportation enhancements.
- o Delete Section 1115 which would unnecessarily expand Federal Lands Program eligibility.
- o Delete two provisions that would dilute the effectiveness of the Hazard Elimination program by unnecessarily extending the program to the Interstate System (which is already our safest system of roads), and unnecessarily expanding program eligibility to include traffic calming projects.
- o Prevent confusion and duplication by deleting the provision that would give States the option of using or not using the metric system in connection with highway construction contracts.
- o Delete the proposed Magnetic Levitation (MAGLEV) Transportation Technology Deployment Program that calls for the Federal Government to select and fund a MAGLEV demonstration project. MAGLEV projects should be advanced by individual States that deem MAGLEV a priority, and the bill would allow States to use STP funds for this purpose.
- o Further expand the definition of capital to make paratransit services for elderly Americans and individuals with disabilities an eligible expense.
- o Advance transportation projects more quickly and leverage private and non-Federal investment by substituting the Administration's State Infrastructure Bank and Credit Enhancement proposals for the bill's current Innovative Infrastructure Finance provisions.

Finally, the Administration supports the use of alternate fuels to improve our nation's air quality, and therefore strongly supports the extension of the excise tax exemption for ethanol (but without phasing down the rates of the benefits).

Pay-As-You-Go Scoring

S. 1173 as reported would increase direct spending; therefore it is subject to the pay-as-you-go requirement of the Omnibus Budget

Reconciliation Act of 1990. Therefore, if the bill were enacted and these costs are not offset during the remainder of this Congressional session, a pay-as-you-go sequester would be triggered at the end of the session. OMB's preliminary scoring estimates of this bill are presented in the table below. Final scoring of this legislation may differ from these estimates.

PAY-AS-YOU-GO ESTIMATES
(\$ in millions)

	1998	1999	2000	2001	2002	2003	98-03
Outlays	71	244	335	402	463	529	2,044

* * * * *

Message Sent

To:

Franklin D. Raines/OMB/EOP@EOP
Jacob J. Lew/OMB/EOP@EOP
Michael Deich/OMB/EOP@EOP
T J. Glauthier/OMB/EOP@EOP
James J. Jukes/OMB/EOP@EOP
John L. Hilley/WHO/EOP@EOP
Ananias Blocker III/WHO/EOP@EOP
Daniel C. Tate/WHO/EOP@EOP
Bruce N. Reed/OPD/EOP@EOP
Jason S. Goldberg/WHO/EOP@EOP
Gene B. Sperling/OPD/EOP@EOP
Dorothy Robyn/OPD/EOP@EOP
Richard L. Hayes/WHO/EOP@EOP
Linda Lance/CEQ/EOP@EOP

Message Copied

To:

Joshua Gotbaum/OMB/EOP@EOP
Charles E. Kieffer/OMB/EOP@EOP
Elena Kagan/OPD/EOP@EOP
Lisa M. Kountoupes/OMB/EOP@EOP
Kenneth L. Schwartz/OMB/EOP@EOP
David E. Tornquist/OMB/EOP@EOP
Alice E. Shuffield/OMB/EOP@EOP
Kate P. Donovan/OMB/EOP@EOP
David J. Worzala/OMB/EOP@EOP
Ronald M. Cogswell/OMB/EOP@EOP
James C. Murr/OMB/EOP@EOP
James A. Brown/OMB/EOP@EOP
Virginia N. Rustique/WHO/EOP@EOP
Theodore Wartell/OMB/EOP@EOP

Alecia Ward/OMB/EOP@EOP

Janet Himler/OMB/EOP@EOP

Jill M. Blickstein/OMB/EOP@EOP

Melissa Green/OPD/EOP@EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 14:34:10.00

SUBJECT: ISTEAP SENT AT 2PM

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

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

TEXT:

----- Forwarded by Melissa Green/OPD/EOP on 10/08/97
02:32 PM -----

Charles Konigsberg
10/08/97 02:18:57 PM
Record Type: Record

To: Charles Konigsberg/OMB/EOP
cc: See the distribution list at the bottom of this message
Subject: ISTEAP SENT AT 2PM

[Following is the text of the FINAL ISTEAP Ignore the dividing lines
which show up in the e-mail; you will also receive a fax of the final
ISTEAP]

October 8, 1997
(Senate)

S. 1173 Intermodal Surface Transportation Efficiency Act of 1997
(Warner (R) Virginia and 17 cosponsors)

Reauthorizing the Nation's surface transportation programs is the Administration's top transportation priority for this session of Congress. The Administration is pleased that S. 1173 is a 6-year bill, and that it addresses many of the President's priorities as reflected in the Administration's proposal. For example, the bill includes important environmental protection, welfare-to-work, and worker protection provisions; and expands the uses of the highway and mass transit capital funds. In addition, the Administration supports many of the safety provisions under consideration by the Commerce Committee.

The Bipartisan Budget Agreement. The Bipartisan Budget Agreement (BBA) between the President and the Congress increased highway spending by \$10 billion. While the Senate reported bill is more consistent with the BBA than the 6-year bill considered by the House Transportation and Infrastructure Committee, S. 1173 still exceeds the total transportation spending levels assumed in the BBA -- including an additional \$2 billion in mandatory outlays. However, the Administration understands that it is the managers' intent to modify the bill so that it remains within the bounds of the carefully crafted BBA. The Administration supports this goal and urges the Senate to craft a bill that is fully consistent with the BBA. The Administration would strongly oppose amendments to the bill which would further increase funding levels above those agreed upon in the BBA.

Amendment Concerns. The Administration commends the Senate for retaining ISTEA's disadvantaged business enterprise goals and uniform certification provision for highway projects, and strongly opposes any amendments to repeal or weaken these provisions. In addition, the Administration would oppose any amendments to weaken: the National Environmental Policy Act, the Congestion Mitigation and Air Quality Improvement Program (including allowing single occupancy vehicle projects to receive funding under the Program), or the Clean Air Act. The Administration is also committed to retaining ISTEA's labor standards and employee protection requirements afforded working people on federally assisted projects (including those assisted by State infrastructure banks), and would oppose any amendments repealing or limiting these protections. The Administration would also oppose changing the transit formula by adopting any form of minimum allocation for transit.

2

Major Concerns. The Administration supports Senate passage of a 6-year transportation bill, but will seek amendments to S. 1173 to address the concerns described below and the additional concerns discussed in the attachment.

- o The bill should be modified to be fully consistent with the Bipartisan Budget Agreement.
- o The bill's safety provisions should be strengthened by -- retaining the unbelted crash testing requirement; penalizing repeat drunk driving offenders at the same blood alcohol level as first offenders; including the Administration's criteria in the seat belt incentive program for States to increase seat belt use rates; and eliminating the special exemption from the Federal seat belt use law for New Hampshire.
- o S. 1173 should be amended to authorize the full \$2.2 billion requested by the Administration for the Appalachian Development Highway System, and the full \$161 million requested for National Park roads and parkways. The funding levels currently authorized in the bill are inadequate to support these important programs.
- o The bill should provide additional flexibility to State and local governments in establishing hiring preferences for in-State welfare recipients, in order to meet the aggressive targets included in the recent

welfare reform law.

Finally, the Administration supports the use of alternate fuels to improve our nation's air quality, and therefore strongly supports the extension of the excise tax exemption for ethanol (but without phasing down the rates of the benefits).

Pay-As-You-Go Scoring. S. 1173 as reported would increase direct spending; therefore it is subject to the pay-as-you-go requirement of the Omnibus Budget Reconciliation Act of 1990. Therefore, if the bill were enacted and these costs are not offset during the remainder of this Congressional session, a pay-as-you-go sequester would be triggered at the end of the session. OMB's preliminary scoring estimates of this bill are presented in the table below. Final scoring of this legislation may differ from these estimates.

PAY-AS-YOU-GO ESTIMATES
(\$ in millions)

	1998	1999	2000	2001	2002	2003	98-03
Outlays	71	244	335	402	463	529	2,044

* * * * *

Attachment: Additional Concerns

The Administration supports Senate passage of a 6-year transportation bill, but will seek amendments to S. 1173 to address the major concerns described above and the additional concerns discussed in this attachment. The bill should be amended to:

- o Expand its intermodal focus by permitting State and local governments to use Surface Transportation Program (STP) funds for publicly owned freight rail infrastructure.
- o Retain the current 10 percent set-aside of STP funds for transportation enhancements.
- o Delete Section 1115 which would unnecessarily expand Federal Lands Program eligibility to include non-Federal aid eligible roads.
- o Delete two provisions that would dilute the effectiveness of the Hazard Elimination program by unnecessarily extending the program to the Interstate System (which is already our safest system of roads), and unnecessarily expanding program eligibility to include non-safety traffic calming projects.
- o Prevent confusion and duplication by deleting the provision

that would give States the option of using or not using the metric system in connection with highway construction contracts.

- o Further expand the definition of capital to make contracted paratransit services for individuals with disabilities an eligible expense.

- o Advance transportation projects more prudently and leverage private and non-Federal investment by substituting the Administration's State Infrastructure Bank and Credit Enhancement proposals for the bill's current Innovative Infrastructure Finance provisions.

- o In addition, the Administration is concerned that the proposed Magnetic Levitation Transportation Technology Deployment Program does not adequately take into consideration evidence on the costs and benefits of projects that would be eligible under the program.

Message Copied

To: _____
franklin d. raines/omb/eop
jacob j. lew/omb/eop
michael deich/omb/eop
t j. glauthier/omb/eop
james j. jukes/omb/eop
john l. hilley/who/eop
ananas blocker iii/who/eop
daniel c. tate/who/eop
bruce n. reed/opd/eop
jason s. goldberg/who/eop
gene b. sperling/opd/eop
dorothy robyn/opd/eop
richard l. hayes/who/eop
linda lance/ceq/eop
joshua gotbaum/omb/eop
charles e. kieffer/omb/eop
elena kagan/opd/eop
lisa m. kountoupes/omb/eop
kenneth l. schwartz/omb/eop
david e. tornquist/omb/eop
alice e. shuffield/omb/eop
kate p. donovan/omb/eop
david j. worzala/omb/eop
ronald m. cogswell/omb/eop
james c. murr/omb/eop
james a. brown/omb/eop
virginia n. rustique/who/eop
theodore wartell/omb/eop
alecia ward/omb/eop
janet himler/omb/eop
jill m. blickstein/omb/eop
melissa green/opd/eop

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Jerold R. Mande (CN=Jerold R. Mande/OU=OSTP/O=EOP [OSTP])

CREATION DATE/TIME: 8-OCT-1997 12:36:01.00

SUBJECT: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

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

TEXT:

The language is fine. Claybrook and NHTSA will like it. Kempthorne probably won't. But it seems like the right place to start negotiating from.

Bruce N. Reed
10/08/97 12:08:05 PM
Record Type: Record

To: Jerold R. Mande/OSTP/EOP
cc:
Subject: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

can you look at the language on retaining the unbelted requirement?
----- Forwarded by Bruce N. Reed/OPD/EOP on 10/08/97
12:07 PM -----

Charles Konigsberg
10/08/97 11:21:27 AM
Record Type: Record

To: Charles Konigsberg/OMB/EOP
cc: See the distribution list at the bottom of this message
Subject: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

Please take a quick look at the following REVISED ISTEAP -- it has been restructured based on comments from Jack Lew. Please call me -- or page me -- by Noon if you have comments or concerns. 55069 Thanks.

DRAFT --NOT FOR RELEASE
Revised: 10/8, 10:30am

October 8, 1997
(Senate)

S. 1173 Intermodal Surface Transportation Efficiency Act of 1997
(Warner (R) Virginia and 16 cosponsors)

Reauthorizing the Nation's surface transportation programs is the Administration's top transportation priority for this session of Congress. The Administration is pleased that S. 1173 is a 6-year bill, and that it addresses many of the President's priorities as reflected in the Administration's proposal. For example, the bill includes important environmental protection, welfare-to-work, and worker protection provisions; and expands the uses of the highway and mass transit capital funds. In addition, the Administration supports many of the safety provisions under consideration by the Commerce Committee,

The Bipartisan Budget Agreement

The Bipartisan Budget Agreement (BBA) between the President and the Congress increased highway spending by \$10 billion. While the Senate reported bill is more consistent with the BBA than the 6-year bill considered by the House Transportation and Infrastructure Committee, S. 1173 still exceeds the total transportation spending levels assumed in the BBA including an additional \$2 billion in mandatory outlays. However, the Administration understands that it is the managers' intent to modify the bill so that it remains within the bounds of the carefully crafted BBA. The Administration supports this goal and urges the Senate to craft a bill that is fully consistent with the BBA. The Administration would strongly oppose amendments to the bill which would further increase funding levels above those agreed upon in the BBA.

Amendment Concerns

The Administration commends the Senate for retaining ISTEA's disadvantaged business enterprise goals and uniform certification provision for highway projects, and would strongly oppose any amendment to repeal or weaken these provisions. In addition, the Administration would oppose any amendments to weaken: the National Environmental Policy Act, the Congestion Mitigation and Air Quality Improvement Program (including allowing single occupancy vehicle projects to receive funding under the Program), or the Clean Air Act. The Administration is also committed to retaining ISTEA's labor standards and employee protection requirements afforded working people on federally assisted projects (including those assisted by State infrastructure banks), and would oppose any amendments repealing or limiting these protections. The Administration would also oppose changing the transit formula by adopting any form of minimum allocation for transit.

Major Concerns

The Administration supports Senate passage of a 6-year transportation bill, but will seek amendments to S. 1173 to address the concerns described below and the additional concerns discussed in the attachment.

- o The bill should be modified to be fully consistent with the Bipartisan Budget Agreement.

- o The bill's safety provisions should be strengthened by -- retaining the unbelted crash testing requirement; penalizing repeat drunk driving offenders at the same blood alcohol level as first offenders; including the Administration's criteria in the seat belt incentive program for States to increase seat belt use rates; and eliminating the special exemption from the Federal seat belt use law for New Hampshire.
- o S. 1173 should be amended to authorize the full \$2.2 billion requested by the Administration for the Appalachian Development Highway System, and the full \$161 million requested for National Park roads and parkways. The funding levels currently authorized in the bill are inadequate to support these important programs.
- o The bill should provide additional flexibility to State and local governments in establishing hiring preferences for in-State welfare recipients, in order to meet the aggressive targets included in the recent welfare reform law.

Finally, the Administration supports the use of alternate fuels to improve our nation's air quality, and therefore strongly supports the extension of the excise tax exemption for ethanol (but without phasing down the rates of the benefits).

Pay-As-You-Go Scoring
S. 1173 as reported would increase direct spending; therefore it is subject to the pay-as-you-go requirement of the Omnibus Budget Reconciliation Act of 1990. Therefore, if the bill were enacted and these costs are not offset during the remainder of this Congressional session, a pay-as-you-go sequester would be triggered at the end of the session. OMB's preliminary scoring estimates of this bill are presented in the table below. Final scoring of this legislation may differ from these estimates.

PAY-AS-YOU-GO ESTIMATES
(\$ in millions)

	1998	1999	2000	2001	2002	2003	98-03
Outlays	71	244	335	402	463	529	2,044

* * * * *

Message Copied

To: _____
franklin d. raines/omb/eop
jacob j. lew/omb/eop
michael deich/omb/eop
t j. glauthier/omb/eop
james j. jukes/omb/eop
john l. hilley/who/eop
ananas blocker iii/who/eop

daniel c. tate/who/eop
bruce n. reed/opd/eop
jason s. goldberg/who/eop
gene b. sperling/opd/eop
dorothy robyn/opd/eop
richard l. hayes/who/eop
linda lance/ceq/eop
joshua gotbaum/omb/eop
charles e. kieffer/omb/eop
elena kagan/opd/eop
lisa m. kountoupes/omb/eop
kenneth l. schwartz/omb/eop
david e. tornquist/omb/eop
alice e. shuffield/omb/eop
kate p. donovan/omb/eop
david j. worzala/omb/eop
ronald m. cogswell/omb/eop
james c. murr/omb/eop
james a. brown/omb/eop
virginia n. rustique/who/eop
theodore wartell/omb/eop
alecia ward/omb/eop
janet himler/omb/eop
jill m. blickstein/omb/eop
melissa green/opd/eop

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 11:24:52.00

SUBJECT: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

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

READ:UNKNOWN

TEXT:

It OK to me. I sent to Cynthia Rice for her comments on welfare to work section.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 12:08:10.00

SUBJECT: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

TO: Jerold R. Mande (CN=Jerold R. Mande/OU=OSTP/O=EOP @ EOP [OSTP])
READ:UNKNOWN

TEXT:

can you look at the language on retaining the unbelted requirement?
----- Forwarded by Bruce N. Reed/OPD/EOP on 10/08/97
12:07 PM -----

Charles Konigsberg
10/08/97 11:21:27 AM
Record Type: Record

To: Charles Konigsberg/OMB/EOP
cc: See the distribution list at the bottom of this message
Subject: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

Please take a quick look at the following REVISED ISTEAP -- it has been restructured based on comments from Jack Lew. Please call me -- or page me -- by Noon if you have comments or concerns. 55069 Thanks.

DRAFT --NOT FOR RELEASE
Revised: 10/8, 10:30am

October 8, 1997
(Senate)

S. 1173 Intermodal Surface Transportation Efficiency Act of 1997
(Warner (R) Virginia and 16 cosponsors)

Reauthorizing the Nation's surface transportation programs is the Administration's top transportation priority for this session of Congress. The Administration is pleased that S. 1173 is a 6-year bill, and that it addresses many of the President's priorities as reflected in the Administration's proposal. For example, the bill includes important environmental protection, welfare-to-work, and worker protection provisions; and expands the uses of the highway and mass transit capital funds. In addition, the Administration supports many of the safety provisions under consideration by the Commerce Committee,

The Bipartisan Budget Agreement

The Bipartisan Budget Agreement (BBA) between the President and the Congress increased highway spending by \$10 billion. While the Senate reported bill is more consistent with the BBA than the 6-year bill considered by the House Transportation and Infrastructure Committee, S. 1173 still exceeds the total transportation spending levels assumed in the BBA including an additional \$2 billion in mandatory outlays. However, the Administration understands that it is the managers' intent to modify the bill so that it remains within the bounds of the carefully crafted BBA. The Administration supports this goal and urges the Senate to craft a bill that is fully consistent with the BBA. The Administration would strongly oppose amendments to the bill which would further increase funding levels above those agreed upon in the BBA.

Amendment Concerns

The Administration commends the Senate for retaining ISTEA's disadvantaged business enterprise goals and uniform certification provision for highway projects, and would strongly oppose any amendment to repeal or weaken these provisions. In addition, the Administration would oppose any amendments to weaken: the National Environmental Policy Act, the Congestion Mitigation and Air Quality Improvement Program (including allowing single occupancy vehicle projects to receive funding under the Program), or the Clean Air Act. The Administration is also committed to retaining ISTEA's labor standards and employee protection requirements afforded working people on federally assisted projects (including those assisted by State infrastructure banks), and would oppose any amendments repealing or limiting these protections. The Administration would also oppose changing the transit formula by adopting any form of minimum allocation for transit.

Major Concerns

The Administration supports Senate passage of a 6-year transportation bill, but will seek amendments to S. 1173 to address the concerns described below and the additional concerns discussed in the attachment.

- o The bill should be modified to be fully consistent with the Bipartisan Budget Agreement.
- o The bill's safety provisions should be strengthened by -- retaining the unbelted crash testing requirement; penalizing repeat drunk driving offenders at the same blood alcohol level as first offenders; including the Administration's criteria in the seat belt incentive program for States to increase seat belt use rates; and eliminating the special exemption from the Federal seat belt use law for New Hampshire.
- o S. 1173 should be amended to authorize the full \$2.2 billion requested by the Administration for the Appalachian Development Highway System, and the full \$161 million requested for National Park roads and parkways. The funding levels currently authorized in the bill are inadequate to support these important programs.
- o The bill should provide additional flexibility to State and local governments in establishing hiring preferences for in-State welfare recipients, in order to meet the aggressive targets included in the recent

welfare reform law.

Finally, the Administration supports the use of alternate fuels to improve our nation's air quality, and therefore strongly supports the extension of the excise tax exemption for ethanol (but without phasing down the rates of the benefits).

Pay-As-You-Go Scoring
S. 1173 as reported would increase direct spending; therefore it is subject to the pay-as-you-go requirement of the Omnibus Budget Reconciliation Act of 1990. Therefore, if the bill were enacted and these costs are not offset during the remainder of this Congressional session, a pay-as-you-go sequester would be triggered at the end of the session. OMB's preliminary scoring estimates of this bill are presented in the table below. Final scoring of this legislation may differ from these estimates.

PAY-AS-YOU-GO ESTIMATES
(\$ in millions)

	1998	1999	2000	2001	2002	2003	98-03
Outlays	71	244	335	402	463	529	2,044

* * * * *

Message Copied

To: _____
franklin d. raines/omb/eop
jacob j. lew/omb/eop
michael deich/omb/eop
t j. glauthier/omb/eop
james j. jukes/omb/eop
john l. hilley/who/eop
ananas blocker iii/who/eop
daniel c. tate/who/eop
bruce n. reed/opd/eop
jason s. goldberg/who/eop
gene b. sperling/opd/eop
dorothy robyn/opd/eop
richard l. hayes/who/eop
linda lance/ceq/eop
joshua gotbaum/omb/eop
charles e. kieffer/omb/eop
elena kagan/opd/eop
lisa m. kountoupes/omb/eop
kenneth l. schwartz/omb/eop
david e. tornquist/omb/eop
alice e. shuffield/omb/eop
kate p. donovan/omb/eop
david j. worzala/omb/eop

ronald m. cogswell/omb/eop
james c. murr/omb/eop
james a. brown/omb/eop
virginia n. rustique/who/eop
theodore wartell/omb/eop
alecia ward/omb/eop
janet himler/omb/eop
jill m. blickstein/omb/eop
melissa green/opd/eop

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-OCT-1997 11:51:21.00

SUBJECT: Re: URGENT -- CLEARANCE NEEDED ON ISTEAP

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

CC: melissa green (CN=melissa green/OU=opd/O=eop@eop [OPD])
READ:UNKNOWN

CC: janet himler (CN=janet himler/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: theodore wartell (CN=theodore wartell/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: ronald m. cogswell (CN=ronald m. cogswell/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: kate p. donovan (CN=kate p. donovan/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: lisa m. kountoupes (CN=lisa m. kountoupes/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: 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

CC: jason s. goldberg (CN=jason s. goldberg/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: john l. hilley (CN=john l. hilley/OU=who/O=eop@eop [WHO])
READ:UNKNOWN

CC: t.j. glauthier (CN=t.j. glauthier/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: jacob j. lew (CN=jacob j. lew/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: jill m. blickstein (CN=jill m. blickstein/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: alecia ward (CN=alecia ward/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: virginia n. rustique (CN=virginia n. rustique/OU=who/O=eop@eop [WHO])
READ:UNKNOWN

CC: james c. murr (CN=james c. murr/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: alice e. shuffield (CN=alice e. shuffield/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: elena kagan (CN=elena kagan/OU=opd/O=eop@eop [OPD])
READ:UNKNOWN

CC: joshua gotbaum (CN=joshua gotbaum/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: richard l. hayes (CN=richard l. hayes/OU=who/O=eop@eop [WHO])
READ:UNKNOWN

CC: gene b. sperling (CN=gene b. sperling/OU=opd/O=eop@eop [OPD])
READ:UNKNOWN

CC: bruce n. reed (CN=bruce n. reed/OU=opd/O=eop@eop [OPD])
READ:UNKNOWN

CC: ananias blocker iii (CN=ananias blocker iii/OU=who/O=eop@eop [WHO])
READ:UNKNOWN

CC: james j. jukes (CN=james j. jukes/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: michael deich (CN=michael deich/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

CC: franklin d. raines (CN=franklin d. raines/OU=omb/O=eop@eop [OMB])
READ:UNKNOWN

TEXT:

ONE ADDITIONAL REVISION: AT ANDY BLOCKER'S REQUEST THE MAGLEV BULLET IN THE LIST OF ADDITIONAL CONCERNS HAS BEEN DELETED.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:14-OCT-1997 18:52:21.00

SUBJECT: Gramm-Byrd

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

READ:UNKNOWN

TEXT:

This is based largely on conversations with Andy Blocker and your staff.

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

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

TEXT:

WPCz

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P6XP7nC3,4Xn4 pXF

(October 13, 1997

MEMORANDUM FOR GENE SPERLING

FROM: ` ` Dorothy Robyn

SUBJ: ` ` Meeting with Slater on ISTEAs

Secretary Slater wants to meet with you primarily to discuss the proposed ByrdGramm amendment, which would raise contract authority (CA) by about \$5.5 billion a year but without raising the discretionary cap. Slater may want your sense of whether the White House would accept a smaller increase in CA (say, \$3 billion), as a possible compromise. While it's important to ask the question, it's premature for us to answer, without knowing whether Sen. Lott will support or oppose the amendment.

Xy Background

Last week, it became apparent that there is considerable steam behind a proposed amendment by Senators Byrd, Gramm, Baucus and Warner that would raise the CA levels in ISTEA by about \$5.5 billion a year but without increasing the domestic discretionary cap. The "beauty" of the amendment is that, while violating the balanced budget agreement in terms of budget authority, it would not increase the deficit. And while leaving actual spending decisions to the appropriators' discretion, the high level of CA would put pressure on appropriators to allocate some or all of it to highways.

It is not clear where Sen. Lott and other GOP leaders are on the amendment, although Sen. Chafee is apparently livid at Baucus and Warner for abandoning him to support ByrdGramm. Andy Blocker is doing a whip count to determine whether the amendment has the 60 votes needed to overcome a budget point of order (it probably does).

X How Big a Problem is Additional CA?

One view is that Congress enacted ISTEA in 1991 by buying off holdouts with additional CA. The continued existence of unobligated balances demonstrates that appropriators are willing to withstand the pressure. Thus, according to this view, we should "hold our powder" over higher CA levels as long as Congress leaves the Highway Trust Fund on budget. The competing view is that, while appropriators still fight over obligations each year, the higher CA levels in the 1991 ISTEA bill clearly have led to additional spending on highways. Moreover, Slater's cover letter accompanying his FY99 budget indicates that he will press for full funding of all CA and that for the President to respond with less would amount to a veto of ISTEA.

(0*0*0* X Momentum for a SixYear Bill

DOT believes that if ByrdGramm passes, Chafee's sixyear ISTEA bill will gain significant momentum, and the odds of the Senate passing a sixmonth extension (or no bill at all) will drop. Likewise, Rep. Shuster may well decide he can live

with a sixyear bill
that has ByrdGramm.

X_ Possible Compromise

Slater may want your sense of whether the Administration would support a level
of CA in
ISTEA that is less than ByrdGramm but more than we currently favor. T
he "magic
number" is \$3 billion, because with that amount of additional CA for
a total of \$26
billion it is relatively easy to resolve the otherwise content
ious fights over the funding
formula.

X
Conclusion

Xy Sen. Lott is the key. If Lott supports the amendment, we will probably h
ave little leverage
either to block it or to negotiate for a lower level of CA.

Under that scenario, we may
want to go along with the amendment, rather than
oppose it on what would be seen as a
technical argument (excessive CA levels).

If Lott opposes the amendment, we would
probably want to stand behind him.

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-OCT-1997 08:55:32.00

SUBJECT: Wessell

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

Jonathan Orszag (CN=Jonathan Orszag/OU=OPD/O=EOP [OPD])

READ:UNKNOWN

TEXT:

Jake:

Russell or Melissa may be able to explain in greater detail, but Gene wants a fair amount of information prior to the meeting this afternoon, focusing primarily on the long-term prospects of these issues. Those listed below are just the ones he mentioned and are not exhaustive.

International

Asia, Indonesia

China

Japan (Malcolm)

calendar of activities over next year

Domestic

products

securities

NEXTEA

tobacco

entitlements

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-OCT-1997 10:23:11.00

SUBJECT: Re: yes, finally

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

READ:UNKNOWN

TEXT:

ISTEA Meeting Monday with Sperling, Slater, Raines, Hilley, and EBB. who should call it? thanks Jason

----- Forwarded by Melissa Green/OPD/EOP on 10/17/97

10:22 AM -----

Dorothy Robyn

10/17/97 09:15:53 AM

Record Type: Record

To: Melissa Green/OPD/EOP

cc:

Subject: Re: yes, finally

The purpose of the meeting is to agree on the Administration's strategy toward likely Senate amendments to the ISTEA bill (bill will be on Sen. floor next week) -- particularly a Gramm-Byrd amendment that has a lot of support and that would have significant budget implications.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-OCT-1997 17:26:59.00

SUBJECT: Re: yes, finally

TO: Surya Sen (CN=Surya Sen/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

----- Forwarded by Melissa Green/OPD/EOP on 10/17/97
05:26 PM -----

Dorothy Robyn
10/17/97 09:15:53 AM
Record Type: Record

To: Melissa Green/OPD/EOP

cc:

Subject: Re: yes, finally

The purpose of the meeting is to agree on the Administration's strategy toward likely Senate amendments to the ISTEA bill (bill will be on Sen. floor next week) -- particularly a Gramm-Byrd amendment that has a lot of support and that would have significant budget implications.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-OCT-1997 09:15:59.00

SUBJECT: Re: yes, finally

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

READ:UNKNOWN

TEXT:

The purpose of the meeting is to agree on the Administration's strategy toward likely Senate amendments to the ISTEA bill (bill will be on Sen. floor next week) -- particularly a Gramm-Byrd amendment that has a lot of support and that would have significant budget implications.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 17-OCT-1997 19:00:13.00

SUBJECT: ISTEa mtg.

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

TEXT:

for what it's worth:

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

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

TEXT:

WPC~

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7>gCdddgC9CgggEEggzzdddsrrEgdC

(October 17, 1997

MEMORANDUM FOR ERSKINE BOWLES AND GENE SPERLING

FROM: ' ' Dorothy Robyn

SUBJ: ' ' ISTEa Meeting

On Monday, October 20 at 3 pm, Gene will chair a meeting of the Administration's "core" ISTEA group. The agenda includes key issues related to the upcoming Senate debate.

X GrammByrd Amendment

This amendment would raise contract (budget) authority for ISTEA by about \$5.5 billion a year and give surface transportation "first dibs" on up to \$31 billion of any future budget surplus that Congress deems should be spent. (Note: There is some debate about whether the "first dibs" mechanism is, in fact, part of GrammByrd.) The amendment has considerable support because it would not raise the domestic discretionary cap and therefore is not seen as violating the balanced budget agreement.

The "first dibs" mechanism is highly objectionable, because it would preempt debate on spending. (Even without that mechanism, the higher levels of contract authority would put pressure on appropriators to raise their allocation to surface transportation.) OMB is circulating for clearance a statement of opposition to GrammByrd.

X| ChafeeDomenici

Sen. Chafee is reportedly livid at Baucus and Warner for supporting GrammByrd. He and Sen. Domenici have countered with a proposal that provides for accelerated consideration of any additional funding for surface transportation that is agreed to as part of the FY99 budget resolution. To elaborate, if next year's budget resolution allocates an additional, say, \$3 billion for highways, the authorizing committees would have 10 days to modify or reject the proposal; at the end of that time, it would automatically go to the full House and Senate for a vote.

Because additional funds could be approved and spent more quickly, this mechanism may give surface transportation a leg up in the budget resolution process, although it's not clear how much of one. Because it bypasses the appropriations committees (and gives more power to the budget committees), we would expect appropriators to oppose it. We do not

X:& yet know Sen. Lott's position on Chafee/Dominici or GrammByrd. Question for meeting: W\$' What should the Administration's position be toward this amendment?

(0*0*0* X SixMonth Extension vs. No Bill

DOT believes that if GrammByrd passes, there will be far more momentum in the Senate for getting a sixyear ISTEAE bill. Likewise, Rep. Shuster may well decide he can live with a sixyear bill that contains GrammByrd.

Nevertheless, the most likely scenario is that the Senate will run out of time to consider the sixyear ISTEAE bill (there are more than 40 amendments scheduled for debate). For that reason, the Senate may be faced with a choice between passing either a sixmonth extension of current law (as the House has done) or no bill at all. According to a former OMB examiner on Sen. Chafee's staff, there is far more sentiment for the latter, because it would force the Congress to pass a multiyear bill next spring. By contrast, because a sixmonth extension, combined with the existence of several months worth of carryover ISTEAE funds, means that the Congress could avoid dealing with a multiyear bill until next fall. Chafee and other senators want to avoid a showdown with Rep. Shuster in the heat of a campaign, when Members are most hungry for transportation spending.

See attached memo from OMB Examiner David Worzala on the problems of the no bill

Xb scenario. Question for meeting: If the Administration cannot get a sixyear bill, which is WL preferable a sixmonth extension or no bill at all?

X Other Issues

I will get you information on Monday about a Faircloth amendment that would distort allocation of transit funds.

You may want to review where we stand on the Disadvantaged Business Enterprise (DBE) amendment and whether additional outreach efforts (e.g., by Secretary Cohen) are needed.===== END ATTACHMENT I =====

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-OCT-1997 13:21:12.00

SUBJECT: weekly rpt.

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

TEXT:
This is all i have time to do now.

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

TEXT:

PRINTER FONT 12_POINT_ROMAN_ITALIC
ISTEA: Rodney Slater and I met for over an hour this week to discuss strategy on ISTEA, and I will chair a small principals' meeting on the same subject on Monday. Our major concern is a proposed Gramm

-Byrd amendment that would raise contract (budget) authority for ISTEA by about \$5.5 billion a year and give surface transportation "first dibs" -- up to \$31 billion -- on any future budget surplus that Congress deems should be spent. The amendment has considerable support because it does not raise the domestic discretionary cap and therefore is not seen as violating the balanced budget agreement.

PRINTER FONT 12_POINT_ROMAN
The Administration will probably support a Lautenberg amendment to encourage states to lower the illegal per se blood alcohol concentration (BAC) limit from .10 to .08. (If states don't pass a .08 BAC law within 3 years, some of their highway construction funds would be withheld.) DOT studies show that we could save 500

-600 lives a year if all states adopted .08 BAC laws. The major opponent of the amendment is the alcohol/beverage industry. The states will also oppose the amendment because of the threat of sanction.

Although ISTEA is expected to come up for debate in the Senate next week, there are more than 40 amendments and time is running out. Thus, it is quite likely scenario that the Senate will approve either a six

-month extension of current law (as the House has done) or no bill at all.

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:20-OCT-1997 12:44:28.00

SUBJECT: FYI - Senate Amendments

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Per our phone call - This is my current understanding of what is going on.

This email clarifies our current understanding of the Gramm-Byrd Amendment to ISTEA. In addition it provides a preliminary explanation of a potential Domenici-Chaffee counter proposal.

Gramm-Byrd -

The Gramm-Byrd amendment would increase contract authority, subject to limitation, for highway programs by \$31 billion.

In addition, the amendment would require the Budget Committee to provide priority funding for highway programs in the FY 1999 Budget Resolution. Specifically, if the Budget Resolution provides funding above Budget Agreement levels, then highway programs must be fully funded before any other programs in the Government could be increased.

Domenici- Chaffee -

The Domenici-Chaffee alternative to Gramm-Byrd would defer any increase to contract authority or spending until the FY 1999 Budget Resolution (May 1998). The current Senate ISTEA reauthorization would be constrained by the current budget resolution in CA and outlays. The amendment would provide a mechanism to increase transportation contract authority next summer if the Congress agreed to increase transportation spending above the budget agreement in the FY 1999 Budget Resolution. The budget caps would also be increased.

The process would be as follows:

1. ISTEA reauthorization would include language with a trigger mechanism to increase contract authority for highways, the spending caps and Function 400 outlays. This would occur if Congress agreed to increased transportation funding during the FY 1999 Budget Resolution.
2. Budget resolution would be debated. If an increase for transportation above the Budget Agreement were voted upon, the trigger mechanism

described above would be activated.

3. The trigger language included in the ISTEA reauthorization would be reported from the relevant committees and put before the Congress in a "fast-track" manner. (what constitutes a "fast-track" manner is unclear)

4. End result would be additional CA , higher appropriations, and an increase in overall spending.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:21-OCT-1997 11:21:38.00

SUBJECT: OMB Transportation Directors Review

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

READ:UNKNOWN

TEXT:

Have you been consulted by the OMB folks regarding the Dept. of Transportation's budget proposal? On the human resource side, they've started to invite us to meetings in preparation for the Directors Review of each agency's budget. I went to one on the Dept. of Labor budget the other day in which OMB laid out what new discretionary spending the agency had asked for and sought ours and NEC's views on their inclusion.

I ask mainly because the \$600 million welfare to work transportation proposal, if included in ISTEA reauthorization, will have to be appropriated each year, and I would want to weigh in with OMB that that appropriation is a priority. How do you think we should do this?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-OCT-1997 11:50:08.00

SUBJECT:

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

TEXT:

fyi: wyden and bob grahm want to talk with you this afternoon on
political aspects of ISTEAs, should we say okay or say your schedule is
crazy and push off to weekend or monday

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 3-NOV-1997 10:04:18.00

SUBJECT: NEXTEA

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Lynn Cutler asked me in front of about 40 people this morning where we stand on the six-month extension of NEXTEA. I obviously said that we'd get back to her. Sylvia then said that Lynn might want to check with Leg Affairs, which unfortunately was not represented at the meeting.

If you know anything about the status of this, could you please let Lynn know, and cc me? If so, you might also let her know who in Leg you've worked with on this. Thanks.

Jon

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 3-NOV-1997 17:18:06.00

SUBJECT: Re: NEXTEA

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

READ:UNKNOWN

TEXT:

Andy Blocker handles NEXTEA in the Senate, and he has indicated there might be a possibility of a 6 mo. bill, although we may prefer no bill to a 6-mo. extension. I sent you e-mail to Andy and asked him to respond to all of us on status and likelihood of 6-mo. bill.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 3-NOV-1997 18:48:06.00

SUBJECT: fast track roundtable

TO: MITSLER_E (MITSLER_E @ A1 @ CD @ LNGTWY [UNKNOWN]) (NSC)
READ:UNKNOWN

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

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

TO: Charles R. Marr (CN=Charles R. Marr/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

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

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

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

TO: Peter R. Orszag (CN=Peter R. Orszag/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

TEXT:

Gene, along with Barshefsky and Rubin, will be participating in a fast track roundtable at 11am tomorrow.

Reporters could ask questions not regarding fast track. Please get any q&a to me as soon as possible. (ie. climate change, irs, appropriations, nextea, amtrak etc. etc.)

Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Peter R. Orszag (CN=Peter R. Orszag/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 4-NOV-1997 11:46:04.00

SUBJECT:

TO: JON (Pager) #ORSZAG (JON (Pager) #ORSZAG [UNKNOWN])

READ:UNKNOWN

TEXT:

Call Peter if you can re ISTEa request from Goldberg.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-NOV-1997 10:58:02.00

SUBJECT: Re: Talking Points on ISTE Extension

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

TEXT:

No factual problems. In the second para. you may want to replace the words "pass a short term bill to" with "take action to". The former implies that the authorizers must act. We are also trying to have the appropriators add language to a CR or other approps bill to address this issue..

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-NOV-1997 11:04:39.00

SUBJECT: Re: Talking Points on ISTEА Extension

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

TEXT:
OK; thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-NOV-1997 10:26:27.00

SUBJECT: Talking Points on ISTEA Extension

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

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

TEXT:

Russ: I wrote these for Mickey, but Gene shld havethem as well; pls. make sure he sees them. Thx.

----- Forwarded by Dorothy Robyn/OPD/EOP on 11/06/97
10:25 AM -----

Dorothy Robyn
11/05/97 08:10:33 PM
Record Type: Record

To: Mickey Ibarra/WHO/EOP
cc: Suzanne Dale/WHO/EOP
Subject: Talking Points on ISTEA Extension

---The Administration continues to support enactment of a multi-year ISTEA reauthorization bill as soon as possible, and we believe our NEXTEA proposal, forwarded last March, provides a sound basis for action. However, to date, Congress has been unable to agree on multi-year legislation, and time is running out.

---Congress MUST take some action to address safety funding needs and administrative costs for key DOT programs before it recesses (and we have communicated this to them). At a minimum, Congress must pass a short-term bill that (1) provides the funds necessary for critical safety and motor carrier grant programs; and (2) provides the funds necessary to avoid a shut-down of the Federal Highway Administration and the federal-aid highway program.

---As you know, the House passed a straight six-month extension of current law in September. The leading proposal in the Senate (Sen. Kit Bond) is a modified six-month extension; it would:

- a. Give states significant flexibility to use their unobligated balances (i.e., funds in different programs would be fungible);
- b. Include a payback provision, for states that "borrow" from one

program to fund another;

c. Allow a state to obligate up to the first 6 months of its obligation in either FY96 or FY97, whichever is greater; and

d. Provide 6 months of funding for safety programs, DOT operations and transit.

---We anticipate that Congress will enact some kind of six-month/short-term extension before it recesses.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-NOV-1997 10:27:38.00

SUBJECT: Talking Points on ISTEA Extension

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

READ:UNKNOWN

TEXT:

I had to do these quickly last nite; wld you let me know if I got anything factually wrong. Thx.

----- Forwarded by Dorothy Robyn/OPD/EOP on 11/06/97
10:26 AM -----

Dorothy Robyn
11/05/97 08:10:33 PM
Record Type: Record

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cc: Suzanne Dale/WHO/EOP
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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Peter A. Weissman (CN=Peter A. Weissman/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 6-NOV-1997 20:33:49.00

SUBJECT: Paper for race meeting

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

READ:UNKNOWN

TEXT:

----- Forwarded by Peter A. Weissman/OPD/EOP on 11/06/97

08:33 PM -----

Emil E. Parker

11/06/97 07:47:53 PM

Record Type: Record

To: Gene B. Sperling/OPD/EOP

cc: Peter A. Weissman/OPD/EOP, Jonathan A. Kaplan/OPD/EOP, Robert M. Shireman/OPD/EOP

Subject: Paper for race meeting

I spokewith Elena Kagan. The DPC plan is to give the President the same list of potential proposals that he saw and annotated earlier, along with a one-page document discussing how to frame the proposals (presumably in the context of announcements). She promised to share the document with me once Bruce has seen and approved it.

Bob and I also prepared a list of potential race initiative proposals. Some of the economic development/urban ideas--e.g., the childhood lead poisoning prevention program (on which I've received more positive feedback), as well as Hispanic education, did not make the earlier DPC list. You might want to mention one or more of these, noting that they are under development.

Potential Economic Empowerment Race Initiative Proposals

Housing choice and fair lending.

Housing choice:

1) Provide \$20 million in the FY 1999 budget to increase the number of Regional Opportunity Counseling (ROC) sites. Under the ROC program, public housing authorities partner with nonprofits to provide counseling

to Section 8 certificate and voucher holders, to ensure that they are aware of the full range of housing options. When Section 8 families are ready to move, they tend to search for housing in areas similar, and in close physical proximity, to their original high-poverty neighborhoods.

- 2) Encourage the use of exception rents (i.e., up to 120 percent of the & fair market rent 8) as a tool for opening up more expensive suburban housing markets.
- 3) Eliminate obstacles to portability of Section 8 vouchers.
- 4) Support voluntary efforts to establish and maintain integrated communities, through, for example, pro-integration mortgage loan funds.
- 5) Reduce racial disparities in mortgage loan denial rates through a partnership with the mortgage and real estate industries.
- 6) Expand the number of Homeownership Zones from six to about 20 (?). HUD provided \$10 million in FY 97 and has requested an additional \$50 million for FY 99. A major purpose of the program is to facilitate construction of large, single-family developments designed to attract stable, middle-income families to, and retain them within, central cities.
- 7) Implement Homeownership Vouchers. This initiative, already proposed in the Administration's public housing reform legislation, would allow recipients of Section 8 tenant-based assistance to use their vouchers and certificates for mortgage payments, rather than strictly for rent.

Fair lending:

- 1) An examination of the impact of credit scoring and risk-based pricing on the availability of credit/capital to lower-income and minority individuals, with recommendations and guidance to bank examiners to be produced within a year;
- 2) A Presidential call to the Federal Reserve and the FDIC to obtain more data on reasons for home mortgage loan denials (OCC and OTS already collect such information);
- 3) A Presidential request to the Federal Reserve to allow collection and reporting of race and income data as part of the Equal Credit Opportunity Act/CRA small business and small farm lending reporting requirement, and a similar request to the FTC to collect such data in the credit card area; and
- 4) An exploration of pre-application fair lending testing, as well as application testing of non-regulated lenders (regulators have access to the data of lenders that fall under their jurisdiction and are thus better able to detect discrimination after the fact).

The DPC and NEC are working with HUD, Treasury and others in order to get the housing choice and fair lending packages in shape to be unveiled jointly at a December race initiative event.

Urban intercity bus facilities redevelopment. A provision in NEXTEA would make intercity bus facilities eligible for Surface Transportation Program dollars; this item is in the Senate legislation but not the House bill.

According to Transportation, these NEXTEA funds would largely be devoted to bus terminals which are publicly-owned intermodal centers (where individuals transfer from one mode to another) and have already received Federal and/or State funding. These are generally located in major metropolitan areas.

The Department of Transportation proposes to, in addition, make available approximately \$50 million in grants and loans to spur redevelopment of bus terminals in smaller, older urban areas and in rural regions. Attracting private investment (i.e., in retail establishments) in and around the facilities would be an integral part of the redevelopment efforts.

Childhood lead poisoning prevention bonus program. Under this performance-based program, communities would receive bonuses for reducing the blood lead levels of at-risk children--the initiative would be targeted to communities with a high prevalence of childhood lead poisoning. Rates of lead poisoning are almost five times as high for African American as opposed to white children. The program might also reward communities for progress with regard to other home health hazards such as rat infestation. This initiative would create jobs in the lead hazard evaluation and control field, as well as addressing a grave threat to children's health.

Provide additional funds for job-creating projects in urban areas. The Administration would request new Economic Development Administration (EDA) funding dedicated to infrastructure and other projects that will stimulate private sector job creation in especially distressed urban areas.

Capital access program. This would be a national pilot program under Treasury's CDFI Fund to test a model that has proven effective at the State level. The program, rather than providing loan guarantees, would match loan insurance premiums put up by the borrower. This proposal is apparently in Treasury's FY 99 budget request.

Tax

Ease tax code constraints re: public-private infrastructure development.

- a) Raise the current cap on π private benefit π from tax exempt debt; e.g., from 10 to 20 percent; and
- b) Increase the cap on transportation bond proceeds usable for non-transit purposes from 5 to 20 percent.

These two proposals are intended to stimulate retail and other spinoff development from transit projects.

Residential Historic Rehabilitation Tax Credit. Establish a tax credit similar to the 20 percent commercial rehabilitation credit for renovation of owner-occupied homes in disadvantaged inner-city historic districts. The provision should be tightly targeted, with the goal of stimulating the purchase and rehab of homes in distressed urban areas, rather than subsidizing home improvements for individuals residing in middle and upper-income neighborhoods. This proposal is still in the preliminary stage.

Potential Education Proposals

6th Grade Mentoring Initiative. Building on legislation proposed by Rep.

Chaka Fattah (D-Penn.), the NEC has undertaken a lengthy policy process, and recently held a principals meeting, on an initiative to reach out to low-income children by the seventh grade in order to (1) make them aware of financial aid for college, and (2) provide intensive and sustained mentoring and academic support through high school graduation. At the principals meeting, there was general support for the concept of pursuing these goals through strong partnerships between colleges and high-poverty schools. Consultations with the education community have begun, and we are continuing to gather models of effective mentoring and support programs. A decision memo will be finalized soon.

Hispanic Education Action Plan. The NEC, working with the Education Department and other agencies, has developed a list of administrative actions and program improvements that agencies will take to improve educational opportunities for Hispanic Americans. These actions would be combined with one or more new investments, such as: training 20,000 teachers in methods for teaching limited-English proficient children; strengthening parents' ability to help their children through expanding Even Start Family Literacy; providing 1 million more adults with access to English-as-a-Second-Language training; increasing funding for Hispanic-Serving institutions; and boosting support for migrant children to go to college. The action plan and investments would be released along with a report from a panel of researchers that were named by Secretary Riley last year to look into the Hispanic dropout problem.

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D48]MAIL49864790S.316 to ASCII,
The following is a HEX DUMP:

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

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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:10-NOV-1997 16:14:00.00

SUBJECT: Highway Agreement, Amtrak, CR

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

TEXT:

We are preparing more detail writeups of the ISTEA and Amtrak bills which I will send you. On the Amtrak Board, the House provision makes it constitutional (a provision DOJ which would have transferred the POTUS appointment power to the Chief Justice after 60 days was dropped).

We may be painting ourselves into a corner on this one: to resolve DOJ's constitutional issues, the Bd members must be Senate confirmed Presidential appointees. This gives Congress some power to determine who is on the Board. However, DOT says it may recommend a veto of the bill (and retain an unconstitutionally appointed Board) because Shuster gives Congress power to determine who is on the Board.

----- Forwarded by David E. Tornquist/OMB/EOP on 11/10/97
04:04 PM -----

Charles Konigsberg
11/10/97 11:08:09 AM
Record Type: Record

To: Michael Deich/OMB/EOP@EOP
cc: See the distribution list at the bottom of this message
Subject: Highway Agreement, Amtrak, CR

NOTE TO MICHAEL DEICH

cc: Raines, Lew, Gotbaum, Kieffer, Kountoupes, Shuffield,
Schwartz, Tornquist, Worzala, Minarik, DeSeve, Haas, Wartell,
Himler, Blickstein, Blocker (WH/LA)
Anderson

From: Chuck Konigsberg
Re: Highway Agreement; Amtrak; CR
Date: Monday, November 10, 1997

Highways: Tom Sliter (Senate Environment and Public Works Comm.) told me at this morning's Senate Democratic Staff Director's meeting that the House and Senate arrived at an agreement for a short-term (7-month) highway extension, as follows:

o States may use unobligated balances, with the added flexibility proposed

by Sen. Bond.

o States may also use new contract authority as follows:

-- If a state's unobligated balances are less than 50 percent of their contract authority in +97, they are then given new CA to bump them up to 50 percent (the new CA will be netted against their eventual allocation under ISTEA-II);

-- If a state's unobligated balances would give them more than 75 percent (David -- please confirm this number) of their contract authority in +97, then they must live within an ob limit of 75%;

-- Transit: 6 months extension; and

-- Safety: 6 months extension.

Amtrak: The House is expected to send the Amtrak legislation back to the Senate with a reconstituted Board (giving Gingrich and Lott more control over appointments); Senate Dems will oppose this change.

CR: English said he expects the Senate will today pass a CR through Friday.

Message Copied

To:

Franklin D. Raines/OMB/EOP@EOP
Jacob J. Lew/OMB/EOP@EOP
Joshua Gotbaum/OMB/EOP@EOP
Charles E. Kieffer/OMB/EOP@EOP
Lisa M. Kountoupes/OMB/EOP@EOP
Alice E. Shuffield/OMB/EOP@EOP
Kenneth L. Schwartz/OMB/EOP@EOP
David E. Tornquist/OMB/EOP@EOP
David J. Worzala/OMB/EOP@EOP
Joseph J. Minarik/OMB/EOP@EOP
G. E. DeSeve/OMB/EOP@EOP
Lawrence J. Haas/OMB/EOP@EOP
Theodore Wartell/OMB/EOP@EOP
Janet Himler/OMB/EOP@EOP
Jill M. Blickstein/OMB/EOP@EOP
Ananias Blocker III/WHO/EOP@EOP
Barry B. Anderson/OMB/EOP@EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-NOV-1997 14:06:52.00

SUBJECT: Re: ISTEА/NEXTEА Mtg

TO: Franklin F. Urteaga (CN=Franklin F. Urteaga/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TEXT:

Dorothy is on travel today, so I can't ask her about it, but I'm reasonably sure that it would be ok.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-NOV-1997 09:27:22.00

SUBJECT: Re: ISTEА/NEXTEА Mtg

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

READ:UNKNOWN

TEXT:

I will attend. Can you place welfare to work either at the beginning or the end of the agenda and let me know where it is? Thanks.

Gay L. Joshlyn

11/21/97 10:07:07 AM

Record Type: Record

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

cc: Patricia E. Romani/OMB/EOP, Franklin F. Urteaga/OSTP/EOP

Subject: ISTEА/NEXTEА Mtg

Dorothy Robyn will chair a meeting on Tuesday, November 25th at 2:00 pm to discuss ISTEА/NEXTEА, the FY99 budget, and possible new program ideas. Roy Kienitz, Hank Dittmar and other STPP members have been invited to the meeting. Janno Lieber of DOT, Jack Basso of DOT and David Gardner of EPA have also been invited.

The meeting will be in room 231 and will be 2 hours. Please let me know if you are able to attend.

Thanks.

Message Sent

To:

Michael Deich/OMB/EOP

David E. Tornquist/OMB/EOP

Linda Lance/CEQ/EOP

Ananias Blocker III/WHO/EOP

Daniel C. Tate/WHO/EOP

Cynthia A. Rice/OPD/EOP

Henry C. Kelly/OSTP/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-NOV-1997 09:27:42.00

SUBJECT: ISTEANEXTEA Mtg

TO: Andrea Kane (CN=Andrea Kane/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Pls plan to join me

----- Forwarded by Cynthia A. Rice/OPD/EOP on 11/24/97
09:30 AM -----

Gay L. Joshlyn
11/21/97 10:07:07 AM
Record Type: Record

To: See the distribution list at the bottom of this message
cc: Patricia E. Romani/OMB/EOP, Franklin F. Urteaga/OSTP/EOP
Subject: ISTEANEXTEA Mtg

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To: _____
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David E. Tornquist/OMB/EOP
Linda Lance/CEQ/EOP
Ananias Blocker III/WHO/EOP
Daniel C. Tate/WHO/EOP
Cynthia A. Rice/OPD/EOP
Henry C. Kelly/OSTP/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-NOV-1997 09:54:32.00

SUBJECT: Re: ISTEА/NEXTEА Mtg

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

TEXT:

Gay -- Janno Lieber and I are both members of a Dept of Labor welfare to work advisory group that -- as it turns out -- is meeting at the same time, down at DOL. I can probably send a substitute, but if there's a movement to move the meeting, it would help us too.

Gay L. Joshlyn
11/21/97 10:07:07 AM
Record Type: Record

To: See the distribution list at the bottom of this message
cc: Patricia E. Romani/OMB/EOP, Franklin F. Urteaga/OSTP/EOP
Subject: ISTEА/NEXTEА Mtg

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Linda Lance/CEQ/EOP
Ananias Blocker III/WHO/EOP
Daniel C. Tate/WHO/EOP
Cynthia A. Rice/OPD/EOP
Henry C. Kelly/OSTP/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Andrea Kane (CN=Andrea Kane/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:25-NOV-1997 16:01:06.00

SUBJECT: ISTEА meeting

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

READ:UNKNOWN

TEXT:

The meeting was entirely about a proposal to tie climate change to transportation--good thing you didn't skip the WtW meeting for this one! I did meet Janno and Dorothy, and spoke briefly with Dorothy and David Tornquist from OMB about the Mandatory funding issue.

As I understand it, in the transportation world, having contract authority within the Mandatory funding category does not really get you anything. What matters is getting the Appropriations committees to appropriate funding (David used the term obligation limit). He said that the Approps Committees were likely to use the absence of budget authority as an excuse not to commit to appropriations, and that until ISTEА was approved (which is supposed to be early next year) they are probably not inclined to commit to anything. However, it's not too early to lay groundwork with them to get their support. Sounds like strategy discussion would be in order to discuss this further.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 2-DEC-1997 13:31:32.00

SUBJECT: fast response comments: Re: Draft agenda

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

READ:UNKNOWN

TEXT:

topic 1.

add Transportation to the list. They have a big R&D budget (FAA and intelligent highway, construction materials) and want to expand. There may be a real chance to do something because of the NEXTEA negotiations (check with Dorthy about her secret plan)

add ATP/NIST

add USDA (huge R&D budget)

(I hope that these will be in the table OMB is preparing for the meeting)

topic 2.

add education/training R&D (language was in the passback language of both ed and NSF and proposed as a part of the initiative package. supported by both Mike Smith (ed) and Barry White)

topic 3:

add the possibility of using a fixed amount of tax-credit funding for competitive R&D on selected topics administered by NSF or other agencies.

topic??: where to fund critical applied research programs (eg. lithography, flat panel) which superceeds mission agency functions

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-DEC-1997 10:47:43.00

SUBJECT: Misc.

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

READ:UNKNOWN

TEXT:

Thurs. at 10 is fine for Gips mtg.

What has happened to BNA subscription.? The ISTE A fight will start again in Jan. and I HAVE TO begin getting BNA directly. PLEASE let me know who I have to call -- or have Gene call -- to make this happen. Can Brian help w. this?

Also, I'm no longer getting Aviation Daily.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-DEC-1997 10:57:59.00

SUBJECT: Subscriptions for Dorothy Robyn

TO: Ashley L. Raines (CN=Ashley L. Raines/OU=OA/O=EOP @ EOP [OA])

READ:UNKNOWN

TEXT:

Disregard the first sentence below about a mtg.

I don't know what to do about the BNA thing. I thought she was supposed to be receiving it already. Is there someone I can talk to about how it gets delivered to her (I know it's through Lotus Notes, but maybe there is some trick to it.). Who is in charge of distributing the copies to staff members?

I sent a few renewal notices to you for the Aviation Dailys. She really needs to keep receiving them. Has it been renewed?

----- Forwarded by Gay L. Joshlyn/OPD/EOP on 12/16/97
10:49 AM -----

Dorothy Robyn
12/16/97 10:47:37 AM
Record Type: Record

To: Gay L. Joshlyn/OPD/EOP
cc:
Subject: Misc.

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Also, I'm no longer getting Aviation Daily.

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

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

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

Collection: 2012-0192-F

Bucket: OPD

Creation Date: 1997-12-16

Subject: Southwest Border

Creator: Jose Cerda III CN=Jose Cerda III/OU=OPD/O=EOP [OPD]

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-JAN-1998 16:07:34.00

SUBJECT: STPP's Global Climate Change Proposal

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

READ:UNKNOWN

TEXT:

Dorothy suggested that I contact you regarding the STPP Global Climate Change proposal.

Any thoughts on the STPP proposal? I reviewed STPP's materials. The funding for the research program is much more reasonable than I remember it being (i.e., \$160 million in FY99 - 03) and the projects seem worthwhile. Since there isn't any new money in 1999, I've focused on the research portion of STPP's proposal rather than adding CMAQ and Transit funding.

Aside from the programmatic issue, there is also a political issue, i.e., is there significant pressure to include such a proposal in NEXTEA as a marker in the event that funding increases? Or, should we view the proposal as something to have in our pocket for Hill reauthorization negotiations at a later date?

Let's discuss later today when you have a chance, if possible. We need to come to a decision soon, i.e., tomorrow. If we decide it is a go, then we will need time to float it around to DOT and EPA, finalize details, and get it into the budget, the production of which is on a very fast track.

Thanks,
Diane
x53834

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:12-JAN-1998 14:15:24.00

SUBJECT: Global Climate Change Proposal

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

READ:UNKNOWN

TEXT:

My thinking has gotten more fine-tuned since we last spoke, mainly because I spent more time reviewing what DOT is currently doing as far as R&D and pilots and from talking with Bob and Randy, per your suggestion. What do you think of the following proposal? Please do not forward as this is only a draft and is not ready for " public" consumption.

drm

----- Forwarded by Diane R. Montgomery/OMB/EOP on
01/12/98 02:13 PM -----

Diane R. Montgomery
01/09/98 10:18:54 AM
Record Type: Record

To: Michael Deich/OMB/EOP@EOP
cc: Kenneth L. Schwartz/OMB/EOP, David E. Tornquist/OMB/EOP@EOP, David J. Worzala/OMB/EOP@EOP, Kim C. Nakahara/OMB/EOP@EOP, Mark J. Schwartz/OMB/EOP, Patricia E. Romani/OMB/EOP@EOP, Theodore Wartell/OMB/EOP@EOP, Dorothy Robyn/OPD/EOP@EOP, Peter R. Orszag/OPD/EOP@EOP, Linda Lance/CEQ/EOP, Robert J. Tuccillo/OMB/EOP, Randolph J. Steer/OMB/EOP
bcc:
Subject: Global Climate Change Proposal

Last month, the Surface Transportation Policy Project (STPP) presented a Global Climate Change Proposal to be included in NEXTEA and the FY99 Budget. Representatives at the meeting included OMB, CEQ, NEC, EPA, and DOT.

Question: Should this proposal be included in NEXTEA and, consequently, the FY99 Budget?

Proposal: The proposal includes providing 1) additional funding for the Congestion Mitigation and Air Quality Improvement (CMAQ) program and transit and 2) developing a "Transportation and Climate Change Initiative," which includes research and development, pilots, and incentive grants to support and encourage sustainable transportation.

STPP proposed that additional funding of \$3.6 billion and \$5.7 billion above FY98 Enacted be provided for CMAQ and transit programs, respectively, from FY99 to FY03. The transit programs targeted for increases include New Starts, Formula Grants, and Clean Fuel Buses. STPP also proposed new funding for the research and development, pilots, and incentive grants initiative of \$180 million from FY99 to FY03. The attached table illustrates STPP's funding proposal on an annual basis.

Rationale: STPP views NEXTEA as an opportunity to bolster the visibility of Global Climate Change efforts in transportation, a sector which contributes 32% of the nation's carbon dioxide emissions. STPP also believes that the Administration should put a spending marker down for its environmental priorities with the expectation that more funding will be provided and such a marker will be advantageous during negotiations.

Stakeholder Position: To date, OMB has not received any political direction to include this proposal. NEC (Peter Orszag) is supportive, but is concerned that the proposal has not been coordinated with TJ's Global Climate Change initiative and could include some overlap. DOT has not indicated a position and appears to be looking for guidance from OMB. While EPA staff is supportive and Rob Wolcott has been briefed on the STPP proposal, EPA has not taken a strong position on this issue.

TRB Staff Position: Because total funding for surface transportation in FY99 is set, it is not plausible to provide significant new funding for CMAQ and transit without cutting existing core highway programs. Such a cut would not be viewed favorably by Congress.

The research and development projects proposed by STPP are projects either already underway at DOT or are proposed in DOT's FY99 Budget. The FY99 Budget also repropose a FY98 initiative to conduct a limited number of pilot projects (although this initiative was not enacted). NEXTEA also includes a National Deployment Technology Initiative (NDTI), the purpose of which is to encourage the deployment of new technologies including innovative environmental technologies. Therefore, new money for such projects is not required.

However, currently there are no incentive grants to encourage the adoption of sustainable transportation technology or strategies by States and local communities to curb global climate change. For example, a locality could use such funds to provide free parking for electric vehicle owners. Grant recipients would be required to evaluate before and after results to document the effect of such projects on transportation and associated environmental impacts in their local communities. TRB staff believes that the evaluation of benefits is valuable information for local communities to share. With proven results, additional localities should be more willing in the future to commit resources to such projects. Therefore, TRB staff propose including modest funding in the FY99 budget and NEXTEA to provide incentive grants to State and local governments for such purposes. Funding in FY99 would be \$10 million, rising to \$15 million in FY00, and \$20 million in FY01-FY03, for a total funding level of \$85 million from FY99-03.

To address NEC's concern, I have vetted the TRB staff proposal with Randy

Steer and Bob Tuccillo, who are TJ's Global Climate Change (GCC) leads. They agree that such a proposal would not be duplicative of any other items in TJ's GCC proposal. They also agree that much of STPP's proposed research and development and pilot programs are currently being covered by either the Department of Transportation or other agencies.

Related Concerns: Such a proposal would require amending NEXTEA. To date, DOT has opposed amending the legislative proposal. However, we will be amending NEXTEA for the Border Crossing Initiative. In addition, like the Border Proposal, including this initiative in the FY99 Budget will necessitate reductions in other highway programs to accommodate funding for the new proposal.

Decision:

- 1) Do not include any funding for STPP or TRB staff proposal.
- 2) Include funding for TRB staff proposal.
- 3) Let's discuss.

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

TEXT:
Unable to convert ARMS_EXT:[ATTACH.D53]MAIL47133511C.026 to ASCII,
The following is a HEX DUMP:

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

Clinton Presidential Records Automated Records Management System [EMAIL]

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

Hex Dump file is not in a recognizable format, has been incorrectly decoded or is damaged.

File Name: p_b1153317_opd_html_1.xls

Attachment Number: [ATTACH.D53]MAIL47133511C.026

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:15-JAN-1998 17:22:08.00

SUBJECT: NEC NEXTEA Strategy Mtg., 1/15

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

TEXT:

Does this accurately reflect agreements?

----- Forwarded by Diane R. Montgomery/OMB/EOP on
01/15/98 05:21 PM -----

Diane R. Montgomery
01/15/98 04:30:24 PM
Record Type: Record

To: Michael Deich/OMB/EOP@EOP
cc: Kenneth L. Schwartz/OMB/EOP, David E. Tornquist/OMB/EOP@EOP, David J.
Worzala/OMB/EOP@EOP, Kim C. Nakahara/OMB/EOP@EOP, Mark J.
Schwartz/OMB/EOP, Patricia E. Romani/OMB/EOP@EOP, Theodore
Wartell/OMB/EOP@EOP
bcc:
Subject: NEC NEXTEA Strategy Mtg., 1/15

The NEC held a meeting this afternoon to discuss legislative strategy regarding NEXTEA. DOT, DPC, OSTP, WH Leg. Affairs, EPA, OMB, and WH Intergovernmental Affairs attended the meeting.

Senate Action Questionable

The big question is when the Senate will move on the bill. Although the Senate's official position is that it will be taken up on January 28th, Senators Lott and Chafee met yesterday apparently to discuss strategy and growing pressure to delay the reauthorization bill until after the 1999 Budget Resolution is completed. DOT is working to find out the outcome of the Lott/Chafee meeting. DOT believes there is a strong possibility that the bill will be delayed. It is commonly accepted that the House will not bring up the debate until after the Budget Resolution.

Strategy

Assuming that the outcome of the Lott/Chafee meeting is to begin this session with the reauthorization bill, Secretary Slater will send a letter to the Hill shortly after Congress reconvenes urging for a timely bill and highlighting the Administration's priorities. The NEC will organize another NEXTEA WH event to highlight the Administration's commitment to the Disadvantaged Business Enterprise (DBE) program and the Transit Program. DOT believes that the two most serious threats are elimination

of the DBE program and establishment of a Minimum Allocation program for transit, which would negatively impact transit systems, via amendments. Another informal WH event might be pulled together for environmental groups.

With or without Senate action, DOT and WH Intergovernmental Affairs will work with various groups (U.S. Conference of Mayors, National Governors Association, National League of Cities, etc.) expected to be in Washington in the next 1-3 months to keep the Administration's proposal visible, urge that a bill be enacted prior to the May 1, 1998, expiration of the current short-term extension, and lay out the negative funding implications if the bill is not passed by that date. DOT and WH Intergovernmental Affairs believes that these groups would like to have a signed bill earlier rather than later so that it will not disrupt their construction season in 1998. The POTUS will speak to the U.S. Conference of Mayors on January 30th. The possibility of including something on the reauthorization in the POTUS' State of the Union was also floated.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:16-JAN-1998 08:23:29.00

SUBJECT: NEC NEXTEA Strategy Mtg., 1/15

TO: Jonathan Orszag (CN=Jonathan Orszag/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Since you guys are both involved in SOTU . . .

----- Forwarded by Jonathan A. Kaplan/OPD/EOP on 01/16/98
08:32 AM -----

Dorothy Robyn
01/15/98 08:02:48 PM
Record Type: Record

To: Gene B. Sperling/OPD/EOP, Jonathan A. Kaplan/OPD/EOP, Russell W.
Horwitz/OPD/EOP
cc: Sally Katzen/OMB/EOP
Subject: NEC NEXTEA Strategy Mtg., 1/15

Here's OMB's nice summary of today's ISTEa meeting. Gene -- any chance of
a SOTU mention of ISTEa/NEXTEa? It wld make a lot of mayors and gov's
very happy and allow us to look good as Congress (likely) continues to
dither.

----- Forwarded by Dorothy Robyn/OPD/EOP on 01/15/98
07:59 PM -----

Diane R. Montgomery
01/15/98 05:22:25 PM
Record Type: Record

To: Dorothy Robyn/OPD/EOP
cc:
Subject: NEC NEXTEA Strategy Mtg., 1/15

Does this accurately reflect agreements?

----- Forwarded by Diane R. Montgomery/OMB/EOP on
01/15/98 05:21 PM -----

Diane R. Montgomery
01/15/98 04:30:24 PM
Record Type: Record

To: Michael Deich/OMB/EOP@EOP
cc: Kenneth L. Schwartz/OMB/EOP, David E. Tornquist/OMB/EOP@EOP, David J. Worzala/OMB/EOP@EOP, Kim C. Nakahara/OMB/EOP@EOP, Mark J. Schwartz/OMB/EOP, Patricia E. Romani/OMB/EOP@EOP, Theodore Wartell/OMB/EOP@EOP
bcc:
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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:17-JAN-1998 12:17:50.00

SUBJECT: NEXTEA working group

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

TEXT:

pls. add two names:

Joe Crapa
Assoc. Admin. for Legis Affairs, EPA
260-5200; 260-5185 (fax)

John Reeder
EPA
260-5512; 260-5185 (fax)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:21-JAN-1998 14:35:39.00

SUBJECT: Green Group Talking Points for FDR -- Comments

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:

Director Raines is speaking to the Green Group tomorrow at the National Wildlife Federation. One likely issue is NEXTEA authorization. I've put the following talking points together. Any comments? Am I missing anything important? Please let me know asap.

Secretary Slater will also be speaking at the event, but before Director Raines.

Thanks,
Diane

----- Forwarded by Diane R. Montgomery/OMB/EOP on
01/21/98 02:33 PM -----

Diane R. Montgomery
01/21/98 01:29:21 PM
Record Type: Record

To: Jill M. Blickstein/OMB/EOP
cc: Michael Deich/OMB/EOP, Kenneth L. Schwartz/OMB/EOP, Ronald M. Cogswell/OMB/EOP, David E. Tornquist/OMB/EOP, Theodore Wartell/OMB/EOP, Patricia E. Romani/OMB/EOP, David J. Worzala/OMB/EOP, Kim C. Nakahara/OMB/EOP
bcc:
Subject: Green Group Talking Points for FDR

Please include the following talking points in FDR's briefing materials for tomorrow's meeting with the Green Group.

ISTEA Reauthorization In the Administration's National Economic Crossroads Efficiency Act (NEXTEA) proposal, we proposes several programs with environmental benefits. Two very important programs are the Congestion Mitigation and Air Quality Improvement (CMAQ) program and the Surface Transportation Enhancements program. NEXTEA increased the

authorizations for CMAQ and Enhancements by 30 and 40 percent, respectively, in 1998 and 1999 above the 1997 authorization level. NEXTEA also retains and strengthens transportation planning provisions, including the fiscal restraint requirement which requires that transportation plans make realistic spending assumptions and which gives transit projects a fair chance in obtaining funding.

CMAQ Retention of the CMAQ program is an environmental priority for the Administration. We strongly oppose any provisions to eliminate or reduce the effectiveness of the CMAQ program. We oppose expanding CMAQ eligibility to include the construction of single-occupancy-vehicle lanes, transferring CMAQ funds to other highway program categories, or restricting CMAQ funds from being used in new non-attainment areas as defined by the recently revised Clean Air Act (CAA) standards.

Environmental Review Streamlining The Administration opposes efforts to eliminate or weaken the environmental review process governing the approval of transportation projects set forth in the National Environmental Policy Act (NEPA). While the Administration, led by the Council of Environmental Quality, is actively working to ensure that the review process is as efficient as possible, we are also working to ensure the integrity of the NEPA review process. The Administration, in particular, opposes any provision that would delegate environmental review oversight from the Federal government to the States, even on a pilot basis.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:22-JAN-1998 11:22:54.00

SUBJECT: ISTE A

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

READ:UNKNOWN

CC: Karen E. Skelton (CN=Karen E. Skelton/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

The California Assoc. of Counties brought in language from OMB that changes the scoring for states and locals for ISTE A allocations. They are very upset about this--what do you know about it? We have all of our locals coming in in the next few weeks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:27-JAN-1998 10:52:23.00

SUBJECT: February 3 Meeting with Mayor Riordan (Los Angeles)

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

READ:UNKNOWN

TEXT:

Who should I have her invite from OMB and DOT?

----- Forwarded by Gay L. Joshlyn/OPD/EOP on 01/27/98
10:51 AM -----

Mona G. Mohib

01/26/98 08:27:17 PM

Record Type: Record

To: Gay L. Joshlyn/OPD/EOP

cc:

Subject: February 3 Meeting with Mayor Riordan (Los Angeles)

These are more precise details: We are inviting Dorothy to two meetings. The first will be at 4:00 in Room 180 re: ISTEAA. If there are other folks Dorothy would like us to reach out to to be there, let me know, I am happy to do so. The second meeting will be at 4:30 regarding the expansion of the Los Angeles Airport. I believe Karen Skelton has talked to her about it . That meeting will also be in 180. It would be great if Dorothy could go to both.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 3-FEB-1998 11:04:32.00

SUBJECT: Mtg. w. Mayor Riordan today at 4 on ISTE A

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

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

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

TEXT:

Karen Skelton, Janno Lieber (DOT) and I are meeting w. Mayor Riordan today at 4 to brief him on ISTE A. From 4:30-5:30, we'll be discussing expansion of LA airport w. him (we'll be joined by Jane Garvey, head of FAA, and Katie McGinty). Wld Gene have any interest in doing a drop-by during the ISTE A briefing (4-4:30)? Meetings will be in Rm. 180.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Karen E. Skelton (CN=Karen E. Skelton/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME: 4-FEB-1998 10:53:48.00

SUBJECT: Re: Filner fax

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

TEXT:

Thanks Dorothy. Thanks also for letting me know what happens when Ryan's arguments are reviewed.

Thank you for taking the time to speak to Mayor Riordan yesterday on ISTE. He appreciated the briefings.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 4-FEB-1998 17:59:19.00

SUBJECT: Re: Welfare-to-Work

TO: Andrea Kane (CN=Andrea Kane/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

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

READ:UNKNOWN

CC: trooper sanders (CN=trooper sanders/O=ovp @ ovp [UNKNOWN])

READ:UNKNOWN

TEXT:

Trooper -- a letter like that is a great idea. If you want to hit on all the issues the President touched on in the State of the Union, you may want to use this one pager, or put some of these paragraphs in your letter. Let us know if you need any more information, or if this is enough.

Andrea Kane

02/04/98 05:33:32 PM

Record Type: Record

To: Trooper Sanders/OVP @ OVP

cc: Cynthia A. Rice/OPD/EOP, Diana Fortuna/OPD/EOP

Subject: Re: Welfare-to-Work

Here's a one pager on the welfare to work housing vouchers

Pp 439-440 of the Budget Appendix contains the detailed appropriations language followed by a good summary that goes into a bit more detail than the one pager.

You may also want to highlight our welfare to work transportation initiative (it's part of the ISTEA reauthorization). The VP spoke about this at a NEXTEA event on October 1. We will get you updated information.

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

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D19]MAIL41945643W.026 to ASCII,

The following is a HEX DUMP:

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

===== ATTACHMENT 2 =====

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D19]MAIL42945643X.026 to ASCII,

The following is a HEX DUMP:

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

WELFARE TO WORK HOUSING VOUCHERS

The President's FY99 budget will take further steps to promote work and welfare reform through a new plan to provide 50,000 new housing vouchers to welfare recipients who need housing assistance in order to get or keep a job.

Families could use these housing vouchers to move closer to a new job, to reduce a long commute, or to secure more stable housing to eliminate emergencies that keep them from getting to work every day on time. These targeted vouchers will give people on welfare a new tool to make the transition to a job and succeed in the work place.

The \$283 million proposal will help address the problem that in many regions, jobs are being created far from where many welfare recipients live. Currently, about two-thirds of new jobs are being created in the suburbs, but three of four welfare recipients live in rural areas or central cities. To make this daily commute possible, the President is fighting for a \$600 million welfare-to-work transportation initiative as part of the reauthorization of ISTEA. But in some cases it makes more sense for someone to move closer to work -- and this new proposal will make that move from welfare to work possible.

How It Will Work

These vouchers will provide States and communities with a new flexible tool to help families who need housing assistance in order to achieve self-sufficiency.

- The additional vouchers will be available on a *competitive basis* to local housing agencies. Local housing agencies, including Indian housing authorities, may submit an application, developed in consultation with the state, local, or tribal welfare agency and the local Welfare-to-Work formula funds grantee (typically the Private Industry Council).
- The vouchers will be used where they are *essential to a successful transition from welfare to work--that is, where housing assistance is critical for a family to get or keep a job.*
- Families who receive the vouchers must be *eligible for or currently receiving Temporary Assistance for Needy Families (TANF) or have received TANF within the past year.*

The initiative recognizes the direct link between affordable housing and self-sufficiency. Along with the Administration's proposal to increase the Low-Income Housing Tax Credit, this initiative will make decent, affordable housing available to more Americans.

01/21/98

Welfare Reform and the State of the Union

Falling Welfare Caseloads

The President announced that we've met -- two years ahead of schedule -- the challenge he made in last year's State of the Union to move two million more Americans off of welfare by the year 2000. New caseload numbers show that welfare caseloads fell by 4.3 million since President Clinton took office, two million more than the 2.25 million decline he announced last year. The new figures, from September 1997, show 9.8 million Americans on welfare, down from 14.1 million in January 1993 -- a drop of 30 percent.

Business Welfare to Work Commitments

In his State of the Union address last year, the President challenged the business community to create jobs so that people can move from welfare to work. Today, nearly 3,000 companies have accepted the President's challenge and joined this new national effort, called the Welfare to Work Partnership, which was launched at the White House in May. Now, the President has challenged thousands more companies to join the Partnership to give even more people a chance to work their way off welfare.

Increasing Child Support Collections

President Clinton's crackdown on deadbeat parents is paying off: child support collections rose to a record \$13 billion in 1997, an increase of 63 percent since 1992. But in the State of the Union, the President said we must do more, and that all parents must take responsibility for the children they bring into this world. To that end, the President has set a goal of increasing collections to \$20 billion by the year 2000.

Welfare to Work Housing Vouchers

The President's budget will provide \$283 million in FY99 for 50,000 new housing vouchers for welfare recipients who need housing assistance to get or keep a job. Families could use these housing vouchers to move closer to a new job, to reduce a long commute, or to secure more stable housing to eliminate emergencies that keep them from getting to work every day on time. These vouchers, awarded to communities on a competitive basis, will give people on welfare a new tool to make the transition to a job and succeed in the work place. The proposal will complement the President's \$100 million a year welfare to work transportation plan, part of his NEXTEA bill, which will help welfare recipients make their daily commutes. *But in many cases it makes more sense for someone to move closer to work -- and this new proposal will make that move from welfare to work possible.*

A Welfare to Work Success Story

Sitting with the First Lady in the gallery at the State of the Union was Elaine Kinslow of Indianapolis, Indiana, one of the two million people who left the welfare rolls in the last year. Now a transportation dispatcher making \$18,000 a year, Ms. Kinslow left welfare for good last February after 13 years on and off the rolls. Just 10 days ago, she was able to move her family to

a better neighborhood with better schools for her children. Ms. Kinslow, age 37, had her first child as a teenager and is now a divorced mother of four children.

1/27/98

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 6-FEB-1998 11:28:56.00

SUBJECT: ISTE A news from Congress Daily AM

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

FYI

----- Forwarded by Diane R. Montgomery/OMB/EOP on
02/06/98 11:28 AM -----

Mark J. Schwartz

02/06/98 10:47:03 AM

Record Type: Record

To: David E. Tornquist/OMB/EOP@EOP, David J. Worzala/OMB/EOP@EOP, Diane R. Montgomery/OMB/EOP@EOP, Kim C. Nakahara/OMB/EOP@EOP

cc:

Subject: ISTE A news from Congress Daily AM

TRANSPORTATION

Senate May Take Up ISTE A In March Or April

Senate Majority Leader Lott told the National Conference of State Legislatures Thursday the Senate would take up the Intermodal Surface Transportation Efficiency Act in March or April, and will "stay on it until we finish it," hopefully by the time the current ISTE A extension expires in May. Lott also confirmed a tentative agreement, as reported Thursday in CongressDaily/A.M., to take up legislation April 21 to reauthorize the Public Utility Holding Company Act, and that either the number of amendments will be limited or he will file for cloture on the bill. He also predicted Senate action on IRS reform by late March, with passage of a bill anticipated before the spring recess begins April 3.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 8-FEB-1998 16:12:55.00

SUBJECT: ISTEА briefing for Sally Katzen (and Jeff Forbes)

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

READ:UNKNOWN

TEXT:

I want to set up a detailed briefing for Sally Katzen on ISTEА by Janno Lieber and either David Tornquist or someone on his staff. Sally wants to set aside an hour and a half for it. Pls. schedule it at a time when Jeff Forbes can be there as well, b/c he is new to the issue.

I cldn't do it before Thurs or Fri. and both of those days are pretty crowded; next week sometime wld be fine.

in sum, people who need to be there are:

Sally
me
Jeff Forbes (leg. affairs)
David Tornquist or someone on his staff
Janno Lieber

thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Sky Gallegos (CN=Sky Gallegos/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:12-FEB-1998 17:32:08.00

SUBJECT: UT Transportation Question

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

READ:UNKNOWN

CC: Emily Bromberg (CN=Emily Bromberg/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

CC: Mickey Ibarra (CN=Mickey Ibarra/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

Hello Dorothy! I have a quick question for you. The UT House Minority Leader, Dave Jones, asked for some help with his legislature. They are proposing \$2.8 billion for their freeway, \$450 million of which they claim will be federal dollars. This is more than their current ISTEA funding. They believe that UT will receive more federal highway dollars in this time b/c 1)the olympics will merit discretionary funds for infrastructure and 2)NEXTEA will give them more than ISTEA did.

Rep Jones is looking for a reality check for his colleagues. Is the Majority in the UT House realistic in expecting more \$ for those reasons? And whether that answer is yes or no, would we be able to give him an idea of how long it takes once the \$ is authorized for it to be granted to the state?

He also, by the way, asked if I knew when NEXTEA would be voted on ----- I told him no.

Thanks -- I hope I went to the right place with these questions.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:19-FEB-1998 09:36:06.00

SUBJECT: NEXTEA

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

READ:UNKNOWN

TEXT:

Please provide your thoughts on what our strategy is on NEXTEA. This should be VERY brief. You'll find the outline for this at H:/kaplan/priority/nextea. Gene has a meeting today on these issues.

Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:19-FEB-1998 17:41:56.00

SUBJECT: ISTE material for NGA roundtable

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

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

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

TEXT:

OMB has not yet proofed this (although I used their numbers), so there may be minor technical changes; hopefully not.

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

TEXT:

PRINTER FONT 12_POINT_ROMAN

NGA Roundtable

Surface Transportation Financing

? I said in 1992 that I would emphasize investment in infrastructure in order to "rebuild America," and I have done that, even while balancing the budget:

-

-Annual highway spending [in my FY99 budget] is up 42% over average levels in the previous Administration and up more than 13% over the average for the first 5 years of my Administration.

-

-Transit spending is up 35% over the previous Administration's level.

-

-National Highway Traffic Safety Administration funding is up 21% over FY98.

? By balancing the budget, we have lowered interest rates significantly, making your dollars go farther.

-

-year rates are 5.8%, down from 8.2% (on average) in the last Administration.

-

-Lower interest rates have meant faster business investment growth (11.2% average annual growth during my Administration) and more investment by state and local governments, increasing America's productivity and spurring economic growth.

? To maintain those investments, we need an ISTEA reauthorization bill that protects the priorities we share. Both the Senate and House reauthorization bills reflect the priorities contained in the NEXTEA (National Economic Crossroads Transportation Efficiency Act) bill that I introduced nearly a year ago:

-

-Emphasizing safety

-

-Protecting the environment

-

-Investing to move people from welfare to work

-

-Strengthening urban communities

-

-Encouraging participation by disadvantaged businesses
[Although I am requesting \$600 million for welfare

-to

-work
transportation services, I recently sent governors a letter urging use of existing funds for this purpose wherever possible. Both the TANF block grant and the welfare

-to

-work grants created
by the Balanced Budget Act of 1997 offer flexibility to provide certain transportation services.]

? And we need a reauthorization bill soon -- a multi

-year bill
that conforms to the balanced budget agreement. I have strongly urged the Congress to send me a bill reauthorizing ISTEA before the 6

-month extension expires in May.

-

-If Congress continues to fight about money for ISTEA, key programs will come to a halt, and state and local governments will miss a construction season.

Question: Your FY99 budget proposes funding for surface transportation (highways, highway safety and transit) that is significantly below what many in Congress support. How do you justify such funding levels?

Answer: Although my request (\$27 billion/year) is essential the same as the FY98 enacted level, keep in mind that these are high funding levels by historic standards, and they are significantly higher than those assumed in the Bipartisan Budget Agreement (BBA). Funding for these programs has grown rapidly even as overall discretionary spending has declined.

-

-For surface transportation, my FY99 budget requests \$1.7 billion, or 7%, more than the 1999 level assumed in the BBA. For all transportation programs, my budget request is \$2.4 billion above what is assumed in the BBA.

-

-Highway spending in my FY99 budget is up 42% over what it averaged in the last Administration; for transit, the comparable figure is 35%. If you look at all transportation infrastructure -- airport grants and rail capital, as well as highways and transit -- the level I'm requesting is 42% higher than it was in the Bush Administration.

Question: The 6

-month extension of ISTEA effectively expires on May 1. What is your Administration doing to get a new bill?

Answer: I introduced my Administration's ISTEA reauthorization bill last March -- nearly a year ago. I have strongly urged Congress to send me a bill reauthorizing ISTEA by May 1. Because a lapse of authorization could have profoundly adverse impacts on transportation safety, construction and other programs, I will continue to push for rapid action?

Question: What are your views on proposals to ensure that each

state receives a guaranteed amount of transit funding ("minimum allocation") based on its payments into the Mass Transit Account of the Highway Trust Fund.

Answer: I strongly oppose any minimum allocation. The current formulas are based on transit needs, rather than on contributions to the Highway Trust Fund, so as to

maximize the overall benefits to the Nation. Adoption of a minimum allocation approach would seriously harm many transit systems, especially those in the most transit

-dependent areas.

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

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:23-FEB-1998 14:07:07.00

SUBJECT: ISTEA talking pts and Q&A for NGA

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

READ:UNKNOWN

TEXT:

if gene asks for highway spending paper.....

----- Forwarded by Russell W. Horwitz/OPD/EOP on 02/23/98

02:06 PM -----

Dorothy Robyn

02/23/98 09:31:14 AM

Record Type: Record

To: Russell W. Horwitz/OPD/EOP

cc:

Subject: ISTEA talking pts and Q&A for NGA

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

TEXT:

PRINTER FONT 12_POINT_ROMAN

NGA Roundtable

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-

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-

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-

-30

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-

-Lower interest rates have meant faster business investment growth (11.2% average annual growth during my Administration) and more investment by state and local governments, increasing America's productivity and spurring economic growth.

? To maintain those investments, we need an ISTEA reauthorization bill that protects the priorities we share. Both the Senate and House reauthorization bills reflect the priorities contained in the NEXTEA (National Economic Crossroads Transportation Efficiency Act) bill that I introduced nearly a year ago:
-

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-

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-

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-

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formulas are based on transit needs, rather than on
contributions to the Highway Trust Fund, so as to
maximize the overall benefits to the Nation. Adoption
of a minimum allocation approach would seriously harm
many transit systems, especially those in the most
transit

-dependent areas.

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

===== ATTACHMENT 2 =====

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

TEXT:

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The following is a HEX DUMP:

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Question: Under your budget proposal, the cash balance in the Highway Trust Fund will go from \$22 billion to about \$80 billion in 2003. Many of us believe the federal government should be investing HTF revenues in transportation rather than using them to balance the budget. What is your response?

Answer: First, let me say that a balanced federal budget contributes directly to the same ends that justify higher transportation investment -- namely, productivity and economic growth. By balancing the budget, we have lowered interest rates significantly, making your investment dollars go farther.

--30-year rates are 5.8%, down from 8.2% (on average) in the last Administration.

--Lower interest rates have meant faster business investment growth (11.2% average annual growth during my Administration) and more investment by state and local governments, increasing America's productivity and spurring economic growth.

Second, although my request (\$27 billion/year) is essentially the same as the FY98 enacted level, keep in mind that these are high funding levels by historic standards, and they are significantly higher than those assumed in the Bipartisan Budget Agreement (BBA). Funding for these programs has grown rapidly even as overall discretionary spending has declined.

--Highway spending in my FY99 budget is up 42% over what it averaged in the last Administration; for transit, the comparable figure is 35%. If you look at all transportation infrastructure -- airport grants and rail capital, as well as highways and transit -- the level I'm requesting is 42% higher than it was in the Bush Administration.

--For surface transportation, my FY99 budget requests \$1.7 billion, or 7%, more than the 1999 level assumed in the BBA. For *all* transportation programs, my budget request is \$2.4 billion above what is assumed in the BBA.

[Background: The NGA proposes that all HTF cash balances (\$22 billion at the end of FY97) plus new HTF revenues be obligated and spent for surface transportation (highways, highway safety and transit). This would require an increase of approximately \$18 billion -- or 68% -- annually above the FY98 enacted level of \$27 billion for surface transportation.]

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:23-FEB-1998 09:31:28.00

SUBJECT: ISTEa talking pts and Q&A for NGA

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

READ:UNKNOWN

TEXT:

===== 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 =====

===== ATTACHMENT 2 =====

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

TEXT:

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

**NGA Roundtable
Surface Transportation Financing**

- I said in 1992 that I would emphasize investment in infrastructure in order to "rebuild America," and I have done that, even while balancing the budget:
 - Annual highway spending [in my FY99 budget] is up 42% over average levels in the previous Administration and up more than 13% over the average for the first 5 years of my Administration.
 - Transit spending is up 35% over the previous Administration's level.
 - National Highway Traffic Safety Administration funding is up 21% over FY98.
 - By balancing the budget, we have lowered interest rates significantly, making your dollars go farther.
 - 30-year rates are 5.8%, down from 8.2% (on average) in the last Administration.
 - Lower interest rates have meant faster business investment growth (11.2% average annual growth during my Administration) and more investment by state and local governments, increasing America's productivity and spurring economic growth.
 - To maintain those investments, we need an ISTEA reauthorization bill that protects the priorities we share. Both the Senate and House reauthorization bills reflect the priorities contained in the NEXTEA (National Economic Crossroads Transportation Efficiency Act) bill that I introduced nearly a year ago:
 - Emphasizing safety
 - Protecting the environment
 - Investing to move people from welfare to work
 - Strengthening urban communities
 - Encouraging participation by disadvantaged businesses
- [Although I am requesting \$600 million for welfare-to-work transportation services, I recently sent governors a letter urging use of existing funds for this purpose wherever possible. Both the TANF block grant and the welfare-to-work grants created by the Balanced Budget Act of 1997 offer flexibility to provide certain transportation services.]
- And we need a reauthorization bill *soon* -- a multi-year bill that conforms to the balanced budget agreement. I have strongly urged the Congress to send me a bill reauthorizing ISTEA before the 6-month extension expires in May.
 - If Congress continues to fight about money for ISTEA, key programs will come to a halt, and state and local governments will miss a construction season.

Question:Your FY99 budget proposes funding for surface transportation (highways, highway safety and transit) that is significantly below what many in Congress support. How do you justify such funding levels?

Answer:Although my request (\$27 billion/year) is essentially the same as the FY98 enacted level, keep in mind that these are high funding levels by historic standards, and they are significantly higher than those assumed in the Bipartisan Budget Agreement (BBA). Funding for these programs has grown rapidly even as overall discretionary spending has declined.

--For surface transportation, my FY99 budget requests \$1.7 billion, or 7%, more than the 1999 level assumed in the BBA. For *all* transportation programs, my budget request is \$2.4 billion above what is assumed in the BBA.

--Highway spending in my FY99 budget is up 42% over what it averaged in the last Administration; for transit, the comparable figure is 35%. If you look at all transportation infrastructure -- airport grants and rail capital, as well as highways and transit -- the level I'm requesting is 42% higher than it was in the Bush Administration.

Question:The 6-month extension of ISTEA effectively expires on May 1. What is your Administration doing to get a new bill?

Answer:I introduced my Administration's ISTEA reauthorization bill last March -- nearly a year ago. I have strongly urged Congress to send me a bill reauthorizing ISTEA by May 1. Because a lapse of authorization could have profoundly adverse impacts on transportation safety, construction and other programs, I will continue to push for rapid action?

Question:What are your views on proposals to ensure that each state receives a guaranteed amount of transit funding ("minimum allocation") based on its payments into the Mass Transit Account of the Highway Trust Fund.

Answer:I strongly oppose any minimum allocation. The current formulas are based on transit needs, rather than on contributions to the Highway Trust Fund, so as to maximize the overall benefits to the Nation. Adoption of a minimum allocation approach would seriously harm many transit systems, especially those in the most transit-dependent areas.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:23-FEB-1998 12:02:43.00

SUBJECT: istea

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

READ:UNKNOWN

TEXT:

See esp. istea.3

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

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

TEXT:

PRINTER FONT 12_POINT_ROMAN

NGA Roundtable

Surface Transportation Financing

? I said in 1992 that I would emphasize investment in infrastructure in order to "rebuild America," and I have done that, even while balancing the budget:

-

-Annual highway spending [in my FY99 budget] is up 42% over average levels in the previous Administration and up more than 13% over the average for the first 5 years of my Administration.

-

-Transit spending is up 35% over the previous Administration's level.

-

-National Highway Traffic Safety Administration funding is up 21% over FY98.

? By balancing the budget, we have lowered interest rates significantly, making your dollars go farther.

-

-30

-year rates are 5.8%, down from 8.2% (on average) in the last Administration.

-

-Lower interest rates have meant faster business investment growth (11.2% average annual growth during my Administration) and more investment by state and local

governments, increasing America's productivity and spurring economic growth.

? To maintain those investments, we need an ISTEA reauthorization bill that protects the priorities we share. Both the Senate and House reauthorization bills reflect the priorities contained in the NEXTEA (National Economic Crossroads Transportation Efficiency Act) bill that I introduced nearly a year ago:

-
- Emphasizing safety
-

- Protecting the environment
-

- Investing to move people from welfare to work
-

- Strengthening urban communities
-

- Encouraging participation by disadvantaged businesses [Although I am requesting \$600 million for welfare

- to

- work transportation services, I recently sent governors a letter urging use of existing funds for this purpose wherever possible. Both the TANF block grant and the welfare

- to

- work grants created by the Balanced Budget Act of 1997 offer flexibility to provide certain transportation services.]

? And we need a reauthorization bill soon -- a multi

- year bill that conforms to the balanced budget agreement. I have strongly urged the Congress to send me a bill reauthorizing ISTEA before the 6

- month extension expires in May.
-

- If Congress continues to fight about money for ISTEA, key programs will come to a halt, and state and local governments will miss a construction season.

Question: Your FY99 budget proposes funding for surface transportation (highways, highway safety and transit)

that is significantly below what many in Congress support. How do you justify such funding levels?

Answer: Although my request (\$27 billion/year) is essential the same as the FY98 enacted level, keep in mind that these are high funding levels by historic standards, and they are significantly higher than those assumed in the Bipartisan Budget Agreement (BBA). Funding for these programs has grown rapidly even as overall discretionary spending has declined.

-

-For surface transportation, my FY99 budget requests \$1.7 billion, or 7%, more than the 1999 level assumed in the BBA. For all transportation programs, my budget request is \$2.4 billion above what is assumed in the BBA.

-

-Highway spending in my FY99 budget is up 42% over what it averaged in the last Administration; for transit, the comparable figure is 35%. If you look at all transportation infrastructure -- airport grants and rail capital, as well as highways and transit -- the level I'm requesting is 42% higher than it was in the Bush Administration.

Question: The 6

-month extension of ISTEA effectively expires on May 1. What is your Administration doing to get a new bill?

Answer: I introduced my Administration's ISTEA reauthorization bill last March -- nearly a year ago. I have strongly urged Congress to send me a bill reauthorizing ISTEA by May 1. Because a lapse of authorization could have profoundly adverse impacts on transportation safety, construction and other programs, I will continue to push for rapid action?

Question: What are your views on proposals to ensure that each

state receives a guaranteed amount of transit funding ("minimum allocation") based on its payments into the Mass Transit Account of the Highway Trust Fund.

Answer: I strongly oppose any minimum allocation. The current formulas are based on transit needs, rather than on contributions to the Highway Trust Fund, so as to maximize the overall benefits to the Nation. Adoption of a minimum allocation approach would seriously harm many transit systems, especially those in the most transit

-dependent areas.

===== END ATTACHMENT I =====

===== ATTACHMENT 2 =====

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D19]MAIL42206045P.026 to ASCII,
The following is a HEX DUMP:

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

Question: Under your budget proposal, the cash balance in the Highway Trust Fund will go from \$22 billion to about \$80 billion in 2003. Many of us believe the federal government should be investing HTF revenues in transportation rather than using them to balance the budget. What is your response?

Answer: First, let me say that a balanced federal budget contributes directly to the same ends that justify higher transportation investment -- namely, productivity and economic growth. By balancing the budget, we have lowered interest rates significantly, making your investment dollars go farther.

--30-year rates are 5.8%, down from 8.2% (on average) in the last Administration.

--Lower interest rates have meant faster business investment growth (11.2% average annual growth during my Administration) and more investment by state and local governments, increasing America's productivity and spurring economic growth.

Second, although my request (\$27 billion/year) is essentially the same as the FY98 enacted level, keep in mind that these are high funding levels by historic standards, and they are significantly higher than those assumed in the Bipartisan Budget Agreement (BBA). Funding for these programs has grown rapidly even as overall discretionary spending has declined.

--Highway spending in my FY99 budget is up 42% over what it averaged in the last Administration; for transit, the comparable figure is 35%. If you look at all transportation infrastructure -- airport grants and rail capital, as well as highways and transit -- the level I'm requesting is 42% higher than it was in the Bush Administration.

--For surface transportation, my FY99 budget requests \$1.7 billion, or 7%, more than the 1999 level assumed in the BBA. For *all* transportation programs, my budget request is \$2.4 billion above what is assumed in the BBA.

[Background: The NGA proposes that all HTF cash balances (\$22 billion at the end of FY97) plus new HTF revenues be obligated and spent for surface transportation (highways, highway safety and transit). This would require an increase of approximately \$18 billion -- or 68% -- annually above the FY98 enacted level of \$27 billion for surface transportation.]

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:24-FEB-1998 12:07:41.00

SUBJECT: ISTEa

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Print out for briefing===== ATTACHMENT 1 =====

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

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D16]MAIL43540645C.026 to ASCII,

The following is a HEX DUMP:

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

*Highway Trust Fund -- Governors' Complaints
February 23, 1998*

Q: Under the President's budget, the cash balance in the Highway Trust Fund will go from \$22 billion to about \$80 billion in 2003. Many of the governors believe the federal government should be investing the Trust Fund revenues in transportation rather than using them to balance the budget. What is your response?

A: First of all, it is important to note that a balanced federal budget contributes directly to the same ends that justify higher transportation investment -- namely, productivity and economic growth. By balancing the budget, we have lowered interest rates significantly, making the Governors' investment dollars go farther.

--30-year interest rates are now 5.8%, down from 8.2% (on average) in the last Administration.

--Lower interest rates have meant faster business investment growth (11.2% average annual growth during my Administration) and more investment by state and local governments, increasing America's productivity and spurring economic growth.

Second, although the President's request (\$27 billion/year) is essential the same as the FY98 enacted level, keep in mind that these are high funding levels by historic standards, and they are significantly higher than those assumed in the Bipartisan Budget Agreement (BBA).

Funding for these programs has grown rapidly even as overall discretionary spending has declined.

--Highway spending in our FY99 budget is up 42% over what it averaged in the last Administration; for transit, the comparable figure is 35%. If you look at all transportation infrastructure -- airport grants and rail capital, as well as highways and transit -- the level the President is requesting is 42% higher than it was in the Bush Administration.

--For surface transportation, the President's FY99 budget requests \$1.7 billion, or 7%, more than the 1999 level assumed in the BBA. For all transportation programs, our budget request is \$2.4 billion above what is assumed in the BBA.

[Background: The NGA proposes that all HTF cash balances (\$22 billion at the end of FY97) plus new HTF revenues be obligated and spent for surface transportation (highways, highway safety and transit). This would require an increase of approximately \$18 billion -- or 68% -- annually above the FY98 enacted level of \$27 billion for surface transportation.]

[Note: We are spending more than the BBA originally allotted by reprioritizing among various discretionary spending items, i.e. made cuts elsewhere, and made some pay-as-you-go increases.]

Q: The President seemed to indicate to the Governors that he was willing to work with them to find additional resources for transportation. How will he do that?

A: First of all, the President's budget includes significant investments in transportation. (See above)

The President did promise the Governors that he would work very hard to ensure that the transportation bill was passed quickly through Congress. Putting in place an long-term authorizing bill quickly is particularly important to Governors who need certainty to plan critical investments in infrastructure.

As for additional highway funding, the President made clear that he wants to honor the Balanced Budget Agreement he signed last year and the tight fiscal discipline of its budget caps. That agreement is helping us eliminate the deficit and spurring a remarkable period of economic growth. Within that framework, he is willing to work with the Governors to try to find additional funds, but that task will not be easy given the tight fiscal constraints of the Balanced Budget Agreement.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:25-FEB-1998 13:27:46.00

SUBJECT: Meetings

TO: Janet Murguia (CN=Janet Murguia/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TO: Tracey E. Thornton (CN=Tracey E. Thornton/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

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

READ:UNKNOWN

CC: Edward W. Correia (CN=Edward W. Correia/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

CC: Minyon Moore (CN=Minyon Moore/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

CC: Peter Rundlet (CN=Peter Rundlet/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

CC: Robert N. Weiner (CN=Robert N. Weiner/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

I have set up two meetings to discuss the affirmative action/NEXTEA/DBE strategy as discussed yesterday. The first meeting is with several civil rights and minority business interest groups. It will be held Friday, February 27, 1998, in room 476 at 9:30 am. Nancy McFadden from DOT will also be attending. The second meeting is with various Hill staff. This meeting will be held the same day, same room, but at 4 p.m. Please join us if yours schedule permits. Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:26-FEB-1998 09:40:43.00

SUBJECT: Re: ISTE A

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

READ:UNKNOWN

TEXT:

DUI event is tentatively on for next Tuesday. Begala and others are working with Lautenberg, although I'm not sure we're full steam ahead yet on announcing it.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:26-FEB-1998 09:03:11.00

SUBJECT: ISTEА

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

READ:UNKNOWN

TO: Sally Katzen (CN=Sally Katzen/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

CC: Charles R. Marr (CN=Charles R. Marr/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

The rpt. from DOT, consistent w. what's in today's Post, is that Lott still hasn't been able to work a deal on the funding side, but he has another mtg. today to try to do so. Repub's are saying that they'll start dealing w. non-funding aspects of ISTEА in the meantime, starting w/ DBE, but many are skeptical that the leadership can generate the momentum to do that lacking a deal on funding.

I will learn more at 10 am, when Larry Stein is convening a small group on the DBE amendment; Sally Katzen will be attending, as well as me. There's another mtg. this afternoon on DBE w. Senate staff, and Richard Hayes is bringing in outside groups tomorrow on the same issue.

The safety community would very much like us to do a POTUS event on the Lautenberg/Lowi amendment to lower the per se blood alcohol level to .08. (Although we didn't include that as part of our original NEXTEА bill, we have subsequently endorsed it, and it has a good chance of passage.) Apparently, this was raised some time earlier w. the President, and he opted for an education event instead, but didn't rule out a .08 event sometime later. Gene and Jake: could you raise this w. Rahm and others? Could it be a radio address?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:26-FEB-1998 12:54:24.00

SUBJECT: Roy Kienitz, STPP

TO: Jeffrey A. Forbes (CN=Jeffrey A. Forbes/OU=WHO/O=EOP @ EOP [WHO])

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

TEXT:

Roy called abt. 2 things:

1) ~~He's hearing the first thing up on the floor~~ will be an Inhofe amendment (S. 1084) to ~~emasculate the~~ new EPA clean air rules.

2) ~~The enviros are concerned that Lott et al may cut a deal in the next few days on funding that badly shortchanges transit, since so few R's care~~ abt. that issue. If that happened, the enviro community wld have to ~~oppose~~ it.

(Roy, if you don't know him, was the Moynihan staffer who masterminded much of the ISTEA revolution in 1991; he now runs the Surface Trans. Policy Project, which speaks for the enviro. and sustainable devel. community and has been very active and effective on ISTEA reauthorization.)

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:27-FEB-1998 18:50:52.00

SUBJECT: Senate EPW ISTEA Markup of Funding Levels

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

READ:UNKNOWN

TO: Jeffrey A. Forbes (CN=Jeffrey A. Forbes/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TEXT:

Jeff: Thanks for the heads up. Is this what you are hearing?

----- Forwarded by David E. Tornquist/OMB/EOP on 02/27/98

06:41 PM -----

David E. Tornquist

~~02/27/98 06:41:27 PM~~

~~Record Type: Record~~

~~To: Michael Deich/OMB/EOP@EOP, Charles E. Kieffer/OMB/EOP@EOP~~

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

~~Subject: Senate EPW ISTEA Markup of Funding Levels~~

The Senate EPW Committee is scheduled to markup the ISTEA funding levels next Tuesday at 9:30. At this point no agreement has been reached on overall funding between Domenici/Chafee and Byrd/Gramm. There is a Members meeting Monday at 1:30 to try to reach an agreement. However, reportedly, Domenici is not inclined to go above his last offer of \$23B above the levels in Chafee's bill. Byrd/Gramm want \$31B.

Domenici's offer would spend all the CBO estimated receipts into the Highway Trust Fund over 5 years, including the one-year bump up in 1999 due to the timing shift in deposits included in the Taxpayer Relief Act. In terms of outlays, the Budget Committee is committed to using the VA tobacco change (which provides \$10B in OL over 5 years) and to "find" the remaining \$7B needed. My impression was that much of the remaining outlays may be provided through difficult to enact offsets.

Byrd also is upset about the funding levels for ADHS. He is holding out for \$3B over 5 years. Reportedly, Chafee offered him the \$2.2B in the President's NEXTEA proposal.

As of now, none of these additional funds are directed towards transit programs. Domenici offered D'Amato additional General Fund authorizations, but D'Amato is now seeking CA instead. However, this has been a very low key effort. Staff think the highway problem will be

solved first and then transit will be addressed separately. (In the Senate, transit and highways are authorized by different committees. The Banking Committee plans to move its transit bill later in the session.)

Message Copied

To:

Charles Konigsberg/OMB/EOP@EOP

Kenneth L. Schwartz/OMB/EOP@EOP

Mark J. Schwartz/OMB/EOP@EOP

David J. Worzala/OMB/EOP@EOP

Diane R. Montgomery/OMB/EOP@EOP

Kim C. Nakahara/OMB/EOP@EOP

David E. Tornquist/OMB/EOP@EOP

James J. Jukes/OMB/EOP@EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Jeffrey A. Forbes (CN=Jeffrey A. Forbes/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:27-FEB-1998 12:23:18.00

SUBJECT: Misc. and Mtg

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

READ:UNKNOWN

TEXT:

hey -- call me when you get a chance -- we should do a big ol meeting about ISTEa (Inhofe is planning on doing PM Ozone at some point, McConnell, Davis Bacon etc.), we should pull all of the relevant agencies in for the mtg. -- I think it makes sense for you to call the meeting since you have been doing it -- just let me know -- I want to talk to you about a bunch of other things as well -- 6-1783

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:27-FEB-1998 08:54:42.00

SUBJECT: Re: STAFF MEETING 9 am Today

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

READ:UNKNOWN

TEXT:

i've got a conflict -- meeting on the DBE/benchmarking rollout and potential conflict w. ISTEA debate over DBE amendment.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Alice E. Shuffield (CN=Alice E. Shuffield/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:27-FEB-1998 18:33:45.00

SUBJECT: OMB Legislative Report -- February 27, 1998

TO: Sally Katzen (CN=Sally Katzen/OU=OPD/O=EOP@EOP [OPD])

READ:UNKNOWN

TO: Lisa B. Fairhall (CN=Lisa B. Fairhall/OU=OMB/O=EOP@EOP [OMB])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TO: DAVIS_W@A1@CD@LNGTWY (DAVIS_W@A1@CD@LNGTWY [UNKNOWN]) (NSC)

READ:UNKNOWN

TO: Jonathan Orszag (CN=Jonathan Orszag/OU=OPD/O=EOP@EOP [OPD])

READ:UNKNOWN

TO: Dario J. Gomez (CN=Dario J. Gomez/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TO: Wayne Upshaw (CN=Wayne Upshaw/OU=OMB/O=EOP@EOP [OMB])

READ:UNKNOWN

TO: Robin J. Bachman (CN=Robin J. Bachman/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

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

TO: Maryanne B. Green (CN=Maryanne B. Green/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

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

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

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

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

TO: Carol Thompson-Cole (CN=Carol Thompson-Cole/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

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

TO: Kathryn B. Stack (CN=Kathryn B. Stack/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

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

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

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

TO: Harry G. Meyers (CN=Harry G. Meyers/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

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

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

TO: Bruce K. Sasser (CN=Bruce K. Sasser/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

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

TO: HOGAN_L@A1 (HOGAN_L@A1 @ CD @ LNGTWY [UNKNOWN]) (OPD)
READ:UNKNOWN

TO: Mary Jo Siclari (CN=Mary Jo Siclari/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Julie E. Mason (CN=Julie E. Mason/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: ABRAMSON_K@A1 (ABRAMSON_K@A1 @ CD @ LNGTWY [UNKNOWN])
READ:UNKNOWN

TO: Kate P. Donovan (CN=Kate P. Donovan/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

TO: MCKIERNAN_K@A1 (MCKIERNAN_K@A1 @ CD @ LNGTWY [UNKNOWN])
READ:UNKNOWN

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

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

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

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

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

TO: Shelley N. Fidler (CN=Shelley N. Fidler/OU=CEQ/O=EOP@EOP [CEQ])
READ:UNKNOWN

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

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

TO: WALKER_A@AI (WALKER_A@AI @ CD @ LNGTWY [UNKNOWN]) (WHO)
READ:UNKNOWN

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

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

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

TO: BROWN_JA@AI (BROWN_JA@AI @ CD @ LNGTWY [UNKNOWN]) (OMB)
READ:UNKNOWN

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

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

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

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

TO: Bruce W. McConnell (CN=Bruce W. McConnell/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

TO: Alicia K. Kolaian (CN=Alicia K. Kolaian/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Susanne D. Lind (CN=Susanne D. Lind/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Richard P. Emery Jr. (CN=Richard P. Emery Jr./OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Barry T. Clendenin (CN=Barry T. Clendenin/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

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

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

TO: Barry B. Anderson (CN=Barry B. Anderson/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: Michael L. Goad (CN=Michael L. Goad/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

TO: Jonathan H. Adashek (CN=Jonathan H. Adashek/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

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

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

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

TO: Peter D. Greenberger (CN=Peter D. Greenberger/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: BENDICK_G@A1@CD@LNGTWY (BENDICK_G@A1@CD@LNGTWY [UNKNOWN]) (NSC)
READ:UNKNOWN

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

TO: Stephen G. Elmore (CN=Stephen G. Elmore/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

TO: Sean E. O'Connor (CN=Sean E. O'Connor/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Eric R. Anderson (CN=Eric R. Anderson/O=OVP@OVP [UNKNOWN])
READ:UNKNOWN

~~TO: Wesley P. Warren (CN=Wesley P. Warren/OU=CEQ/O=EOP@EOP [CEQ])~~
~~READ:UNKNOWN~~

~~TO: Nancy E. Schwartz (CN=Nancy E. Schwartz/OU=OMB/O=EOP@EOP [OMB])~~
~~READ:UNKNOWN~~

~~TO: Michael W. Williams (CN=Michael W. Williams/OU=WHO/O=EOP@EOP [WHO])~~
~~READ:UNKNOWN~~

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

TO: Christopher F. Walker (CN=Christopher F. Walker/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

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

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

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

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

TO: Kristen E. Panerali (CN=Kristen E. Panerali/OU=OPD/O=EOP@EOP [OPD])
READ:UNKNOWN

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

TO: Melissa N. Benton (CN=Melissa N. Benton/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

TO: Rhodia D. Ewell (CN=Rhodia D. Ewell/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Charles R. Marr (CN=Charles R. Marr/OU=OPD/O=EOP@EOP [OPD])
READ:UNKNOWN

TO: Peter R. Orszag (CN=Peter R. Orszag/OU=OPD/O=EOP@EOP [OPD])
READ:UNKNOWN

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

~~TO: Andrew M. Schoenbach (CN=Andrew M. Schoenbach/OU=OMB/O=EOP@EOP [OMB])~~
~~READ:UNKNOWN~~

~~TO: Edward A. Brigham (CN=Edward A. Brigham/OU=OMB/O=EOP@EOP [OMB])~~
~~READ:UNKNOWN~~

~~TO: Francis S. Redburn (CN=Francis S. Redburn/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: Richard J. Turman (CN=Richard J. Turman/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

TO: Rodney G. Bent (CN=Rodney G. Bent/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Steven D. Aitken (CN=Steven D. Aitken/OU=OMB/O=EOP@E [OMB])
READ:UNKNOWN

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

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

TO: Barry J. Toiv (CN=Barry J. Toiv/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

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

READ:UNKNOWN

TO: Justine F. Rodriguez (CN=Justine F. Rodriguez/OU=OMB/O=EOP@EOP [OMB])

READ:UNKNOWN

TO: OLIVER_A@A1 (OLIVER_A@A1 @ CD @ LNGTWY [UNKNOWN]) (OMB)

READ:UNKNOWN

TO: LEVIN_P@A1 (LEVIN_P@A1 @ CD @ LNGTWY [UNKNOWN])

READ:UNKNOWN

TO: Ben A. Freeland (CN=Ben A. Freeland/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TO: Melinda D. Haskins (CN=Melinda D. Haskins/OU=OMB/O=EOP@EOP [OMB])

READ:UNKNOWN

TO: Alphonse J. Maldon (CN=Alphonse J. Maldon/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TO: Anita Chellaraj (CN=Anita Chellaraj/OU=OMB/O=EOP@EOP [OMB])

READ:UNKNOWN

TO: Janet Himler (CN=Janet Himler/OU=OMB/O=EOP@EOP [OMB])

READ:UNKNOWN

TO: Douglas B. Sosnik (CN=Douglas B. Sosnik/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TO: John Podesta (CN=John Podesta/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TO: Todd Stern (CN=Todd Stern/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

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

READ:UNKNOWN

TO: WEINSTEIN_D@A1 (WEINSTEIN_D@A1 @ CD @ LNGTWY [UNKNOWN])

READ:UNKNOWN

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

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

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

TO: HOLSTEIN_E@A1 (HOLSTEIN_E@A1 @ CD @ LNGTWY [UNKNOWN])
READ:UNKNOWN

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

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

TO: ~~Bernard H. Martin~~ (CN=Bernard H. Martin/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

TO: ~~Bruce D. Long~~ (CN=Bruce D. Long/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

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

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

TO: Alan B. Rhinesmith (CN=Alan B. Rhinesmith/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

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

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

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

TO: Robert G. Damus (CN=Robert G. Damus/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:

TO: DIRECTOR FRANK RAINES
DEPUTY DIRECTOR JACK LEW
ACTING DEP. DIRECTOR FOR MANAGEMENT ED DESEVE
EXECUTIVE ASSOCIATE DIRECTOR JOSH GOTBAUM

FROM: OMB LEGISLATIVE AFFAIRS

DATE: FEBRUARY 27, 1998

SUBJECT: LEGISLATIVE REPORT

OMB Acting Deputy Director for Management Ed DeSeve will testify on Monday, March 2nd, before the Subcommittee on Government Management, Information, and Technology of the House Committee on Government Reform and Oversight.

CONGRESS TODAY (2/27)

SENATE

Continued consideration of S. 1173 - Intermodal Surface Transportation Efficiency Act of 1997 (under the agreement not to debate amendments dealing with financial matters)

[Slater letter pending; previous SAP sent, 10/8/97: Administration supports passage but will seek amendments to address concerns]

HOUSE

No Votes

CONGRESS NEXT WEEK

SENATE

Convene at 12 noon on Monday with votes possible after 5:00pm.

Continue consideration of S. 1173 - Intermodal Surface Transportation Efficiency Act of 1997

[Slater letter pending; previous SAP sent, 10/8/97: Administration supports passage but will seek amendments to address concerns]

Consider S. 1133 -- A bill to amend the Internal Revenue Code of 1986 to allow tax-free expenditures from education individual retirement accounts for elementary and secondary school expenses and to increase the maximum annual amount of contributions to such accounts.

[SAP pending; Secretary of the Treasury and Secretary of Education recommend veto]

(Possible) Consider S. 185 -- to prohibit funds to States or districts that deny voluntary prayer in schools

[SAP under discussion]

(Other items for consideration in the Senate next week may still be

announced.)

HOUSE

Monday, March 2nd

No votes

Tuesday, March 3rd

The House will meet at 12:30 pm for morning hour and 2:00 pm for legislative business. No recorded votes are expected before 5:00 pm.

Suspend the rules and consider the following two bills:

H.R. 217 - Homeless Housing Programs Consolidation and Flexibility Act

[SAP pending: Administration strongly supports the goal of the bill, but has concerns with the bill as reported]

H.R. 613 -- Designates the Federal building located at 100 Alabama Street NW, in Atlanta, Georgia, as the "Sam Nunn Federal Center".

[No SAP]

Wednesday, March 4th and Thursday, March 5th

The House will meet at 10:00 am for legislative business.

H.R. ~~856~~ - ~~United States~~ - ~~Puerto Rico~~ Political Status Act (Subject to a rule)

[SAP ~~pending~~: ~~Administration~~ supports the Young/Miller managers , ~~amendment~~]

H.R. 3130 - Child Support Performance and Incentive Act of 1998 (Subject to a rule)

[SAP pending: Administration Supports bill, with an amendment to preclude federal reimbursement of linked county-based child support enforcement systems.]

H.R. 2369 - Wireless Privacy Enhancement Act of 1997 (Subject to a rule)

[SAP pending: No objection]

Friday, March 6th

No votes

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME:28-FEB-1998 16:12:12.00

SUBJECT: DUI-- members

TO: Christa Robinson (CN=Christa Robinson/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Do you know if Senator Dorgan is invited? I just read that his mother was killed by a drunk driver and he spoke about it on the Senate floor on Thursday. He's going to offer an amendment to ISTEA to force states to prohibit open containers in vehicles (not a bad idea-- where do they still allow this?!?).

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 1-MAR-1998 19:05:18.00

SUBJECT: Senate EPW ISTEA Markup of Funding Levels

TO: Sally Katzen (CN=Sally Katzen/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

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

READ:UNKNOWN

TEXT:

Attached is OMB's nice summary of where things stand on ISTEA, funding-wise. Following the 9:30 am Tuesday markup in Senate EPW Committee of funding levels, the Senate will turn to amendments. First up will be an Inhofe amendment to vitiate EPA's efforts to tighten clean air rules (PM/ozone). Next will be a repeal-Davis Bacon amendment, followed by McConnell's anti-DBE amendment. Kennedy is leading the fight against DBE, and the civil rights and

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/01/98
02:25 PM -----

David E. Tornquist
02/27/98 06:43:26 PM
Record Type: Record

To: Jeffrey A. Forbes/WHO/EOP, Dorothy Robyn/OPD/EOP

cc:

Subject: Senate EPW ISTEA Markup of Funding Levels

Jeff: Thanks for the heads up. Is this what you are hearing?

----- Forwarded by David E. Tornquist/OMB/EOP on 02/27/98
06:41 PM -----

David E. Tornquist
02/27/98 06:41:27 PM
Record Type: Record

To: Michael Deich/OMB/EOP@EOP, Charles E. Kieffer/OMB/EOP@EOP
cc: See the distribution list at the bottom of this message
Subject: Senate EPW ISTEA Markup of Funding Levels

The Senate EPW Committee is scheduled to markup the ISTEA funding levels next Tuesday at 9:30. At this point no agreement has been reached on overall funding between Domenici/Chafee and Byrd/Gramm. There is a Members meeting Monday at 1:30 to try to reach an agreement. However, reportedly, Domenici is not inclined to go above his last offer of \$23B above the levels in Chafee's bill. Byrd/Gramm want \$31B.

Domenici's offer would spend all the CBO estimated receipts into the Highway Trust Fund over 5 years, including the one-year bump up in 1999 due to the timing shift in deposits included in the Taxpayer Relief Act. In terms of outlays, the Budget Committee is committed to using the VA ~~tobacco change~~ (which provides \$10B in OL over 5 years) and to "find" the ~~remaining \$7B needed~~. ~~My impression was that much of the remaining outlays may be provided through difficult to enact offsets.~~

~~Byrd also is upset about the funding levels for ADHS.~~ He is holding out for \$3B over 5 years. ~~Reportedly, Chafee offered him the \$2.2B in the President's NEXTEA proposal.~~

~~As of now, none of these additional funds are directed towards transit programs.~~ Domenici offered D'Amato additional General Fund authorizations, but D'Amato is now seeking CA instead. However, this has been a very low key effort. Staff think the highway problem will be ~~solved first and then transit will be addressed separately.~~ (In the Senate, transit and highways are authorized by different committees. The Banking Committee plans to move its transit bill later in the session.)

Message Copied

To: _____
Charles Konigsberg/OMB/EOP@EOP
Kenneth L. Schwartz/OMB/EOP@EOP
Mark J. Schwartz/OMB/EOP@EOP
David J. Worzala/OMB/EOP@EOP
Diane R. Montgomery/OMB/EOP@EOP
Kim C. Nakahara/OMB/EOP@EOP
David E. Tornquist/OMB/EOP@EOP
James J. Jukes/OMB/EOP@EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 1-MAR-1998 14:56:14.00

SUBJECT: ISTEА

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

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

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

CC: Charles R. Marr (CN=Charles R. Marr/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

CC: Emil E. Parker (CN=Emil E. Parker/OU=OPD/O=EOP @ EOP [OPD])
~~READ:UNKNOWN~~

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

TEXT:

~~I will forward separately to you~~David Tornquist's (OMB) nice summary of where things stand in terms of ISTEА funding: bottom line is that there's no deal yet in the Senate, but Republicans feel confident enough that they have scheduled a markup of ISTEА funding levels for Tuesday, March 3 at 9:30 am.

Following markup, the bill will go to the floor for non-funding amendments. First up will be Inhofe's amendment to vitiate EPA's efforts to tighten clean air rules (PM/ozone). Next will be a repeal-Davis Bacon amendment, followed by McConnell's amendment to repeal DOT's DBE program (it may be somewhat scaled back, making it harder to defeat). Kennedy is leading the fight against McConnell on DBE, and the civil rights and women's groups are mobilizing. (Richard Hayes met with those same groups and congressional staff on Friday to discuss the benchmarking rollout. There was unanimous agreement to delay the benchmarking rollout, so as not to create confusion between DOT's DBE program and the programs covered by the benchmarking exercise.) Larry Stein and Tracey Thornton have held several DOT-WH meetings to prepare for the DBE amendment (and another is scheduled for Mon. at 11:30), and we met with congressional staff last week. As of Thurs., the whip count was 38 supporting DBE, 14 leaning yes, 9 undecided (Byrd and Lieberman are the only Dem's), 10 leaning no, and 29 opposed. If McConnell moderates his earlier amendment, this count could overstate support for DBE.

Sally, I will check w/ DOT Monday to see if they are too crazed to take time out for your 3 pm ISTEА deputies meeting. If they are, we should

probably cancel it; if not, it will be a good opportunity to get other agencies up to speed on where things are and what they can do to help.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

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

CREATION DATE/TIME: 1-MAR-1998 17:43:59.00

SUBJECT: 745 memo

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

READ:UNKNOWN

TEXT:

Have Russell/Dorothy send you her email on ISTE A that should be summarized for the memo