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Collection/Record Group: Clinton Presidential Records

Subgroup/Office of Origin: National Economic Council

Series/Staff Member: Dorothy Robyn

Subseries:

OA/ID Number: 17407

FolderID:

Folder Title:

ISTEA [Intermodal Surface Transportation Efficiency Act]: ISTEA (1)

Stack:

S

Row:

15

Section:

5

Shelf:

6

Position:

3

NHS

publicly owned passenger
intercity rail projects are eligible under same criteria
that currently apply to transit; non-^{NHS} ~~intercity~~ h/w proj.

• also eligible:

- publicly owned intercity or intercity passenger rail or bus terminals
- pub. owned intermodal surface freight transfer facilities* (other than a/parks) if located ~ NHS or connections to it.
- infra-based ITS K improvements

ex's: access road, loading/unloading area; equip., parking or staging area, ramp, rail yard, track, etc.

STP

- eligibility ↔ to include:

- Safety projects, incl.

If assumptions abt. b.b. ~~are~~ ^{are} too pessimistic -

ASSTOS like it bc it's generous and Niff is provide
more obligated

= appropriated
amounts

We gave them CA in excess of ^{the} oblig. limits

^{contract}
CA is a form of ~~CA~~ budget authority

(it's avail. ~~off~~ for oblig. unless approp's put
limits on it)

~~DRB~~

DRB- wld like to get rid of it, but

We gave them higher CA, but in same doc.

We don't normally do that, but did so to
placate

BR = budgetary resources

UNISA op's
SIBs

} Straight BR

BR = OLS + BA for programs not subject
to CA

- welfare to work
- flexibility

- ISTE

- Coast Guard - drugs

- FAA

- NNTSA safety

~~RECEIVED~~ 2004

- ↑ flex

- ↑ safety

- ↑ enviro.

BROWNFIELDS

PLANNING

This language would be inserted into the draft metropolitan planning language (Sec. 135) and statewide planning language (Sec. 135). The proposal would highlight brownfields as an area about which it is important to coordinate with other planning efforts.

Sec. 134, Revise (g) (3) as follows:

**“(3) COORDINATION WITH RELATED PLANNING ACTIVITIES
CLEAN AIR ACT AGENCIES.**

(A) In metropolitan areas which are in nonattainment for ozone, carbon monoxide or particulate matter under the Clean Air Act (41 U.S.C. 7401 et seq), the metropolitan planning organization and the state air quality agency (and local air quality agencies as appropriate) shall coordinate the process of developing the transportation plan and the state air quality implementation plan, including development of the transportation control measures for the State implementation plan.

(B) The metropolitan planning organization shall develop its transportation plans with due consideration of and in coordination with other related planning activities within the metropolitan planning area such as housing, brownfields, empowerment zones.

Sec 135, Insert (D) under (b) Scope of the planning process

(3) In addition, each state in carrying out planning under this section shall consider the following:

[(A) coordination with air quality; (B) local official views in non-metropolitan areas (C) concerns of tribal governments and Federal lands agencies,]

(D) The coordination of transportation plans, programs, and planning activities with related planning activities (such as housing, brownfields, empowerment zones) being undertaken outside of metropolitan planning areas

ELIGIBILITY

Add to Surface Transportation Program eligibility (23 USC 133(b) and National Highway System eligibility 23 USC (103(d)(i)(17):

“Mitigation of soil contamination (brownfields) within the right-of-way of an NHS [STP] project.”

Similar language is being developed to clarify eligibility for mitigation for transit activities.

**SEQUENCE OF EVENTS
ROUNDTABLE WITH THE NATIONAL GOVERNORS' ASSOCIATION**

MONDAY, FEBRUARY 3, 9:30 - 11:00 AM

- Press pool enters East Room
- The President delivers opening remarks
- Governor Bob Miller (D-NV; NGA Chair) delivers remarks
- Governor George Voinovich (R-OH; NGA Vice Chair) delivers remarks
- The Vice President delivers remarks
- Press departs
- The President delivers remarks on education
- The President leads discussion regarding education
- Governor Miller (D-NV; NGA Chair) summarizes the Governors' Agenda for the 105th Congress
- Governor Michael Leavitt (R-UT) leads a discussion on Medicaid
- Governor Tom Carper (D-DE) leads a discussion on welfare reform
- Governor Paul Patton (D-KY) leads a discussion on ISTEA
- Open question and answer period

THE WHITE HOUSE
WASHINGTON

'97 ~~GA~~ GA
Enacted
out forever
↓

#29 Contract authority (27.5+1.5 of
G.A.)

#24.1

not accounting

Rep's will ↑ whatever are put in
for h/ways; DOD

Good place to be

THE WHITE HOUSE
WASHINGTON

In test -

OMB has underpredicted
econ. growth;

If wrong, we'll revisit

ob. limit -

\$174 B

- BNA

huge

- Table of contents

- What else shall we do?

- CMAQ

- Getting budget ; most fund \$s in order

ISTEA

- we're running out of
- border crossing initiative or
 - grants & planning grants — metro's, states along border do plan infra
- DOT has gotten longer for lack of agency coord.

States & cities

highway & transit funds

Customs }
INS }

but this would be a way to get

ISTEA is an opp. to do something

- w/d need a proposal

NACTA corridor initiative - \$3M - \$5M

- they want a little \$ for states to planning - develop plans
- they don't plan to do construction

NAFTA Corr

- if h/ways - Natl. highway system
- Airport - ^{improvement} AI Program
- rail - priv. freight rail
 - we don't feel that

ISTEA

- decisions have been made
- DOT will come over to start talking ^{about it} about it in next couple wks.
 - but won't get us language for ~ 6 wks.
- ideally,
 - ISTEA prop. goes up when budget goes up
 - so, it shld be

Envir. reg.

EPA has out for clearance; w/2 ↑ std's
for

Diane Montgomery

ISTEA
12-20-96

may w/
EPA, DOT;
CEQ

DOT - Jack Bass
budget guy

STPP { Ken
EPA { Rob DOT
Mary Ann } Louise

Rick

- have given DOT issues papers; talked to them
- are meeting w/ James L. Third of November

- We met w/ our senior mgt
- want to see more specific i.e. approve

(We've been cautious so far

- we have add'l. ideas that can easily be incorporated into the 12/15.

- we don't know how DOT has responded to our proposals

Budgetary implications?

- set aside, which ^{it's a problem but will} ~~will~~ mean

LL: In ISTEA I, Bush Admin. played essen. no role;
DOT has played balancing role.

We could lose the good stuff in ISTEA now, if we're not careful...

CPA needs to catalyze enviro. grp's

We want transit to get more out of STP after CMXP
pot

STEP

12-18-76

- Step 21 - donors

(They want 95% return
put most into NKS & rest into block grant

1. simplify formula
2. reduce # programs
3. focus on highways

Support for

Good chance in House, the Senate on other side

They're concerned that highway dollars being used
for other things

Kasich

(Ohio has trouble to map

Ohio - donors

Kasich - devolution / Varnhock

Kasich - traps

(rely on
State assemblies to pay fuel taxes

last yr. we took bond on adding 4.3¢ ^{transferred} from
general fund to port fund

We don't think Kasich plan is workable

Jan.

"off-budget"
└ pas

Q ~~on~~ ARBNS focus: ↑ funding for ISTEX

off-budget DOT f.

W here we were as/sep was in letting ISTEX be used
for non-highway — hole

DOT bill

NTF - started to fund I/state system

transit got \$ (12 of 5¢) some time ago

Keep "Core" mission intact

- laborers' union
- Transits
- ATX

• NTA will be a key player

By year 2000, 42% of all U.S. info'd will be using TIT info.

direct effects
indirect effects

expanding U.S. model

expensive
signature

eng,
Court. mgd.

Rs of other for countries are looking at each w/ u.s.

Chanson Admin. needs to be more cred. ...

Meryl
Dorshak
Lott

1993 - As part of President's budget pkg -

4.30

Sheldon will make shift in 4.30 to NTF part of
his bill

So, 4.3% will be in play.

So, if you need more \$ for states ... that's where to get it....

"Coping Work" vs "Coping Budget"

ARTBA has a public-pr.v. structure ÷

- private \$ w.d. not subject excise tax

(Chilean ex - using pension funds - is exception)

- but we support SIBs, etc., as long as it's outside of the HTF - smaller contributions are concerned

- Ohio used 4.3% to leverage by bridged

Why not fund SIBs out of HTF?

Const incl - wld suspect nothing if I/states of \$
~~are~~ used purely for trans.

contractors
designers
bankers
public officials

R&D

• ↑ in R&D budget at FNUX

[I/states was designed for 20-yr. life.]

• Big difference zw. here; Eur. is how deep they
go to build foundation

• In Eur. - few org focus; they do lots of R&D

- Need better tech transfer / info. dissemination

- stable spec's

how to

ISTEA
12-16-96

impt. enviro. statutes

- trans-assisted urban sprawl & 10x ^{faster than} pop.

Lots of us worked on ISTEA but none around - will fight for the other enviro. statutes

STPP - cool, but came together in '90 to create enviro's to have interest in social issues + architects & planners

I's state: 44K mi. program

previously, focus on getting that built

We saw opp. to Δ focus:

ISTEA took 1st step to bring from structure to people/
emphasis on: cities
- planning
- performance

Gave unprecedented flex

high 2/ Clean Air Act
provided \$1B/yr. ^{for} CMAQ

(well ahead of Kempthorne's efforts in unpermitted

& lots there to protect - in addition to moving forward

ISTEA coming under ^{serious} attack

5th transit buses in San ^{Francisco}; ~ 500 replaced every
year

"energy efficiency"

for T/State system = well proposing a measure

reward for good behavior - \$

sanction "bad"

- you have to use flex.
\$ to fix problem

Similar measure of energy eff'cy in trans.

Calif. Rt 91 - electronic tolling devices

NY -

Advance for ISTEA renewal - mayors, etc.

3 sources of attack

• road builders, ATIA, etc.

"HOT EX" - abolish transit spending

90% for NKS

10% " transit, urban areas, etc

now 40% - 40 - 20

for I/states local transit
NKS areas
bridges small
systems
(flexible)

They want 80

15 transit
local

campaign
response
old CS
CRP.ORG

(2) Donor states calling for "turnback"

CA, FLA, ORGO

Step 21 - billed as compromise, but
a rep's abandoning of Enviro; maintenance

(3) Robust trans. budget #

If FY18 budget doesn't maintain current
spending levels, will be DOA

Using just fuel #s to balance budget...

Trust funds off budget will be disaster

(4) ISTEA as way to modernize Clean Air, etc.

11 W/2018/2019 states are allied

Morgan
Chapell

Operative

Raphall

} Have been +

So solid Core Piece - depends on how pol. is get
managed

ISTEX

12-9-96

Tarello, Dorney, Kruse, Lieber

Jan Harvey

FAX 0

in meeting w/ people on
new budget 1997 -

267-8111

water
sewer
dams

(1) if policy dec's to be made -

(2) let 1997 pol. people know so they're
on board

inv. scheduled

to ^{will be} advocate for this 1997

war.

ISTED - everything but aviation
- this year, rails

so, cross the bd, auth. ; funding

DOT: Not front a b-gr. bill

It's when we get to surface trans.

"Cond, ^{and} ~~of~~ perf." rpt.

- Here's how system is performing

This year - sorry to rpt. -

(this is our 3rd (93-95))

Congressman

Flight Co

10TEN:

GBush fought up & 1 day he signed it - then took credit for it

Was re^{voluntary} legis

(
1st big piece of post Interstate
legislation

Pol's:

- big fight among states
- Mayrhan grabbed policy piece of reform
- (7 fly among categories
- set aside for safety
- Trans. enhancements
 - hist. preservation
 - p/land

- enviro,

- planning

(pep govt.
work in regions)

changed cities

- Tech Dir - ITS

- PNOV

small # of creative
- finance
Wh

to show 50/pt. of how to be
better ^{it's} hard to improve on it

Outreach last year
good opp. to bump it

Don't Use it ^(listen) - make it better - ^{that's who I} we heard

Great Success Story

3 or 4 states want to fight
abt whether there should be a
Fed. program:

— Calif. — Wilson Signature
program

(1) "devolutionists" (2 or 3)

(2) 20 or 30 donors 20 or 30 who want
to argue it in their favor

(3) Funding states - have some OK
but want to weaken it

★ { DOT policy statement —
— last spring

Will issue a rpt on hearings
in WR on 2

Policy issues:

- Port states
- Compet' dist problems
- SEC.

DOT Proposal:

sent OMB budget + term sheet

OMB on board w/ policy & work

- stay w/in pt/wk but ↑ flex
- ITS
- streamlining of transit
- more targeted safety components
best under \$15k

— we will allow for a "safety stop."
(deer vs —)

— safety recall stopped ↓ 5 yrs.
ago; started ↑

— has now started to ↓ again

Proposal:

- interstate
- bridges
- NHTS

states mail out [#] of

Prop.

— struggle on CMAA

↳ This turns Clean Air
Act from unfunded mandate
to funded mandate

↳ Enhancements

↳ Byways

- measure conformity & planning linkages
- brown fields
- technology

Retail Safety:

- trucks will be a safety issue
- border

Int'l

- intermodal connections

hwy connectors to rail,
airports, etc.

NAFTA corridors

(we suggest self-financing

TECH

Innov. Financing

- SIBs

- \$BOM

- credit for larger proj's - e.g.,
Hawesla

Sum

• Build on ISTEA

• Maintained L/Stop

Figlio

Shesler

Petrak

Oberstar

Rayhall

Molneri

Wise

House T-I: 66 Members

(So, Skony base

all have

Sen. - somewhat were in Church

w/ policy obj; & need w/ll

get

b/c must have auth. 13

Spending auth.

Also a Vof bill -

This will create fight over
distrib. but also taxation

Sheets -

- bill

- Vif, ^{opposed by} Budget
Comm.

- Sheets was 150 & 120

Shuster:

at baseline / eols -

6 yr. bill - ^{w/2 create a} 77B surplus

- Amtrak

- Safety

- Transit

OMB w/2 send
out of trust fund?

pol. issues of Con Tension:

- policy: ~~var~~ pol's of Dsm - Con's pol's
are consistent

Whereas Shuster Close &

"Not Fea"

We hope to keep truck safety
issues out

Shippers have told railroads
to stop arguing w/
one another

"Year 2000"

— What do you want in pipeline?

#5 are very big!

Core Knowledge:

one dir. - rural, h/ways, ^{Shades}

other - tech, urban, suburban

more
complicated
mayors: CO EXEC'S
Euros, high tech

CMNC:

lots more call for ENVIRO & b/c
of new ^{proposed} STD, on particulates

If we lose control of both -
may lose connection to
the two

Creations:

- nothing radical
- enough to be taken seriously

Brush bill:

low spending levels; DOA

usual pattern:

OMB acts as a creepy little
Cong. puts it back

- enviro's like this

- planning - this is only game
in town

(1) Are there policy issues that will be controversial among agencies?

(2) How to deal w/ divergence w/ Shuster? (S. Mat. Leg. Affairs want to say - why are we fighting them?)

No big inter-agency issues
- welfare to work, EC-ETS

Shuster:

- Jack Schneider

- Risk is they'll not only want to win but reap it in

Pub. Wks - Chafetz

Comm. - Safety (Warner)

Banking - ~~OMB~~ Transit | Wilbur Smith

DOT wants to get an early
w/ a reasonable spending level

At current OMB spending
levels, we'd DOX

DOT: 28 request

OMB 21 pushback

DOT: 25 appeal

OMB says ^{GPR} ~~they~~ have same problem

we do, so they'll come around

w/ balancing the budget

background material

forth-
coming

- Natl. J - Nat'l Parcel

elec. dev



Amtrak interest

Rail mergers

David D'Orzola
12-7-76
ISTEA

Enacted DEC '91

highways reb'd every 5 yrs, going back to 1975

ISTEA - def

(
① Intermodal

② Environment —

③ Planning
typical log fight over formula

research — ITS (Intell Trans
Systems)
Safety

Highway funding ~~work~~ (Enviro)
Safety

Navis

Other — Envir.
RID

Planning

- MPOs

- fiscal constraints

Prior to ISTEA, states had to have plans. But it was states only, & there was no fiscal constraints

① - created plans that weren't very useful

②

proj. based on past state
history

always allocated on formula basis

Conrad } Fed reimburse states after
Construction

80% of cost

old — \$ went to states:

- no MPO involvement
- no EIS issues
- no real plans required
- no C/B anal. "

ISTEA

allowed for transfers E.W.

Defh = pots of \$

"Surface Trans. Prog."

Order
Link

Transit vs. Highways (ENWA) - ~~the~~ ^{Sharon}
(PTX)
↳ 50 seats offered
- regional

Transit offered to with get swallowed
up by ENWA

Safety - Max Neely

DOT came in high:

↑ price

↑ ~~a~~ safety

↑ RID

Build on intermodalism; 15% EN
was step in right direction
Steady as open 90

2 yrs ago,

We tried to reinvent DOT -

"Intermodal Trans. Agency"

(ITA)

didn't fly

Consolidated E/thing:

States got a piece

and we cut budget by 7 1/2

DOT didn't like it -

FTA feared it would be swallowed up

ETA

ETA

① were trying to balance the budget

② Trust fund balances are ↑
(gas taxes mostly)

~~DOT proposal:~~

— Some sentiment on Hill for
↓ fed gas tax & letting states
↑ revenues
Kavich

Cities
Endors

} Support DOT
proposal

Hwy lobby

good to start

wants Concrete

wld e CMAC

don't like Urban set-a-stides

which can go for the rails, etc.

rail stns ~

- Road builders

NOTO

SS^{at} ^{out} ^{ing} ⁿ

Some see as a kind of
side-payment that buys a
lot of good wld. But
Hwy lobby doesn't see it
that way

Other
alt's

① Can Solidation

- ↓ size of DOT
- ↓ its field staff
- States wld have more freedom to decide

but who in states? That
wasn't clear in 1994

Do doesn't think it gets you a
lot

Whereas ISTEA is transferring
away categories (consolidating
the categories altogether).

may be is
eg; Concerned that ~~as~~ he knows
the head of ~~ITX~~, but he wouldn't
know the head of ITX

No champions for consolidation

Different family philosophies:

What is fed sub; fed focus?

(A) if-interests

focus on that; don't make

it very flexible

Expects

WKS

knows an interest in/ment
of

"but starts Maint."

③ GDC states more flexibility
STP - "Surface Trans. Prog."

It's not clear from DOT
proposal which way they're
going

We try to stay out of former's
sights

— Turnback - Kasich

— Simplification

(get rid of small programs

* { OMB philosophy:
reimburse for EMF ^{INDS} ↑ it
for STP

Surplus will be [#] \$8B by
2003 — \$25B ^{incl} by 1997

(DOT still say \$58B, but they're
calculating it a different way

~~not~~. O202 said with ~~the~~ sub-st. date
trust funds for general funds

Congressman picking:

Pilot prog's will cont., but
not much success yet in
getting Comm's to do it

The way we have gotten CF
is thru "Innovative Financing"

- e.g., in Calif - Alameda Proj.,
will create something paid for
~~by~~ by the direct users

5165

Fed Credit Loan Program

Dot has lots of ideas

Insurance program

(if deal falls thru - b/c of
lack of permits or pol. app -
no developed ^{en} wld get its \$
back

State credit program

(we think wld compete directly
w/ 52168

SIBS

- \$150M Per year

- States can take 10% of their
fed \$ to KITE -

States K their bank -

- loan it out through bank's
loans

Install a unit, mechanism with
a simple grant -

tax code:

allow us to guar. tax free debt

We

allow them to access tax free mun. bond what

DoT: FXX & Ports can already
do that; why not highways?

Sparks have red's, h/ways traditionally
didn't, but that's — Ding

There will be ^{an} "Innov. Financing"
Section

- 8132

- etc

Key player is Treas.

Some of what DOT wants is
out to the deal of Fed Cnd.

Reform Act, etc

Don't know how that will
play out —

Trans/financing to private parties:

Perbach provided add'l \$

for safety - (1 of the 3

~~to~~ DOT came call in
for - RTO ^{infra})

Biggest concerns w/ btl!

~~to~~ trust fund balances

DW: We were led to believe
that w/2 more all of its
R&D prog's as part of
151 EA

- They haven't done that

- R&D coord. w/on dept
is lacking

Ask Droney abt this?

How will ISTEA affect DOT
org?

Next-generation Computing
↳ DOT doesn't support

Diane Montgomery

ISTEA created NHTS -
now ITS.

What have we gotten
for that?

① DOT doesn't have much to
show for it. And a lot
has been done by private sector.

acc. to GAO, auth's & approp's

• Easy planning reg's

• Consolidation

Controversy:

~ ISTEX created internationalism

~ no one wants to put it back
in bottle

~ They might ^{want to} focus more on
internationalism, but feel only
way to do that is to
Lending.

Why I focus on intermodalism?

- B/c you can't solve the problems there & of individual modes

- You want as much flex, as possible

But ^{consol.} ~~intermodal~~, won't fly

Intermodal

Consolidation

SuWro

- EPA wants ↑ emphasis on
R&D in planning

① - EPA wants DOT to for
brownfields

② - Participate with

R Ds on CMX ^{process} ^{investigation} ^{Qual} Control

Wet/face to work

Is ISTE a platform?

— Trust & Need balance

— Forensic Night

— we want to stay away from

THE WHITE HOUSE
WASHINGTON

Need to look at formula
in terms of what you want
to encourage:

eg.
- fuel use

To send up a formula

if it benefits one of

donor-donor fight
