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ISTEA [Intermodal Surface Transportation Efficiency Act]: ISTEA (2)

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The ITA was negotiated under the now-expired fast-track authority for trade agreements, and therefore will be given congressional approval, as long as Congress does not take a vote against the measure. For the ITA to take effect internationally by its July 1, 1997 target date, 90 percent of the world's trade volume in information technology products must be accounted for by the signatory countries. The original 28 signatories account for about 84 percent, therefore, the Information Technology Industry Council believes the remaining 6 percent necessary can be reached by July.

During his testimony at the hearing, Jeffrey Lang, Deputy U. S. Trade Representative, told the Committee that the Administration was working on drafting new fast-track negotiating authority and the bill may be sent up to Congress as early as next month. The fast-track legislation would give the Administration the authority to negotiate trade agreements that cannot be amended by Congress, but are subject only to an up or down vote. Reauthorization of the prior fast-track legislation was put on the back-burner last year, when the Administration and the congressional leadership failed to reach agreement on the inclusion of the authority to negotiate issues concerning labor and environmental standards in trade agreements. The Administration supports broad authority to negotiate such issues under fast-track, but many in the Republican-led Congress oppose it.

If fast-track legislation is passed, the Administration will probably use it first to negotiate Chile's admittance into NAFTA. Invited to join NAFTA in 1994, Chile has indicated it will not begin negotiations until the Administration has fast-track authority.

HOUSE AND SENATE PANELS EXAMINE ADMINISTRATION'S ISTEA PROPOSAL

This week, the House Surface Transportation Subcommittee and the Senate Environment and Public Works Committee both heard testimony from newly confirmed Transportation Secretary Rodney Slater on the Clinton Administration's plan for reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA). Despite his lengthy testimony, the Secretary failed to offer the committee a detailed description of the Administration's reauthorization proposal. Still, his remarks outlined the central features of the Department of Transportation's plan for reauthorizing the ISTEA legislation. In emphasizing his general satisfaction with the transportation priorities effected in ISTEA, Slater stated that "ISTEA is working and working well." The Administration's proposal calls for \$175 billion in transportation spending over the next six years. The bulk of the 11 percent increase over existing expenditures would accrue to safety and environmental programs. With the Administration pushing for annual highway expenditures of about \$21 billion, roughly \$5 billion less than the amount currently considered a baseline by many lawmakers, highway funding would essentially remain level. Among the gaps in the Secretary's testimony, was its failure to adequately address a key issue on the minds of most California lawmakers: the formula used for allocating federal transportation funds. The policies for distributing transportation dollars among the states are perhaps the most hotly contested aspects of all the major reauthorization proposals. Of particular interest to California were the Secretary's proposal of new programs to help improve border crossings, major trade corridors and innovative financing opportunities for states. Secretary Slater said the Administration plans to introduce legislation containing its proposal by the end of next week.

CALIFORNIA'S NON-CITIZENS RECEIVE NOTICE OF INELIGIBILITY FOR SSI

Beginning in February and continuing through March, the Social Security Administration (SSA) will undertake the process of notifying legal non-citizens of their potential ineligibility to continue to receive Supplemental Security Income (SSI) benefits. The change in status is a result of last year's welfare reform bill that excluded, for the first time, most legal non-citizens from receiving benefits.

Of the 10.5 million legal non-citizens residing in the U.S., more than 35% reside in California, easily the largest number of any state. Legal permanent residents are entitled to live in the United States but are not naturalized citizens, either because they have chosen not to apply for citizenship, or because they have not met the citizenship requirements.

ISTEA Hearing
House T.I.
2-27-97

John Horvitz
Andy Kupperman
Maguire

Chief of Staff - Jack Scherer

Ken House - Chief ^{of staff} mem.
Jim Goya - Rahall

Roger Naber - 1st staffer, subcommittee

Sante Esposito - T.C.

Peterson

Rahall

- Admin. bill shld be benchmark

Shuster

In ext. please you are Secy. of Trans.
(ref. to "speaking by in Senate" 98-10-0)

~~We will~~ ^{We will} give close consideration of your bill

Oberstar

\$1,75B

12% ↑

300% ↑ in core areas

Qs

Rothell

- funding formula

- trust fund ^{\$ for} freight rail elig. b/l. Rep

RS: We're reconsidering

Timing: 7-10 days we'll unveil our proposal

Rep Borski (Phil)

Any AS in IM - to ensure we're preserving
what we have

RS: Preservation is our top priority for
Core Systems

NAIS

IM

bridges

STP

We'll provide 30% ↑ in those core areas

1-95 - Phil

1-94 - Detroit

1-15 - Salt Lake City

We may be able to use new STB and Credit
program to expand pie

Borski, cont.

Q Rail modernization?

RS - May flex to DTL officials

ITS tech.

Q: Admin. ended in putting 4.3 \$ into deficit

RS - 561

In 1991, gas tax was ^(21¢) 7¢. There went to deficit reduction. Over time, that share came back to trust fund.

But for now...

Kochel ^(R) (WV)

Q What's \$ for RTD; what share for bridges?

RS \$ in RTD;

defence conversion: bridge wrapping tech

Q: ITS - > \$1B spent - on what? o/what to show

RS Atlanta - e.g.

- traveler info
- weight - motion tech.
- many day activities

Korbel, cont.

1-75 initiative

(truck can go thru w/out problem b/c of coop. zw. states & tech.)

Q: Admin. too "deliberate" (slow) in coming out of the shorts.

Pischaud (D-IL)

Q NAFTA trucks

RS: We will not compromise on safety. Secy Pena (now) raised on the border

Border Xing pilot

(state - its counterpart across border have to work together
agrees)

use of tech. to help states along border

Q So we can ensure our commitments that there won't be huge trucks

Q Rural Comm's

(will rural transit auth's still get
ex.)

RS: We streamlined planning process, but views of rural Comm's are very impd. factor.

Rep. Hiron

Q Seismic std's for bridges

RS: Comprehensive program - -

CA was in process of moving forward on this initiative. Those structures that had gone thru the process w/stood N/ridge

Q Natural gas vehicles - Do you support?

RS: Were very supportive of new vehicle tech's
will get you specific answers

Q CMXQ - If Admin. supports, how will you handle EPA reg's

RS: We'll have to figure that out make more communities eligible if need be

We don't want CMA to be unfunded mandate.

Q: The you your strong support of Anaheim Corridor

^{D-}
Clyburn (S. Car.)

Q: Safety of bridges

RS: Safety will be our #1 priority.

We've made sig. improvements in roads & vehicles. We also want to educate people to affect human behavior.

driver, vehicle and roadway

Q: ^(to be built) I-73/75 issue has been resolved

Not sure bridges put us in dire straits can wait

RS:

Frank's (C-NJ)

Q: Port ^{of NY/NJ} - \$20B/yr. Contrib. to Econ.
20K jobs

Challenge to get it dredged

RS: Look forward to revisiting port.

I like to get out on road every April. May do I-95 trip, incl. Port

Ports are critical to

To extent we can ensure effec of ports -
three adequate rail & hwy

Q: If channel leading to Statue of Liberty
tourists will be unable to take ferry

Army Corps of Eng.

(disposal of sports problem)

Operator

Barrera (DMI)

Q Need more = allocation of \$^{NIF}
we cannot support state's geo.

Horrible state of roads in MI

Want to enhance local input in ISTEA

Q Has been alleged that ~~MH~~ ISTEA officials have
been lobbying on issues comm. has dealt
w/ [the rep's auto ind.]

RE: Ex. of how ISTEA has D'R V's 70 SS; L's
is in MI

(Ex.)

FWA & FTA → streamlining & one-stop shopping

Our funding formula will be a starting pt.

Mica (R-Fla) [Overland Express] ^{\$5B} (^{\$300M} ~~the~~ Jordan DOT)

Q Creative financing (HFF) - 10 SIBs

How can you leverage fed \$

W'd it go beyond h/ways & transit, etc

Q: Red tape (I-4 situation)

RS: Wire streaming entire process
(innovative financing,
"contracting")

Rep. Fitter

Q: 1/2 of U.S. - Mex. Commerce -

huge infra. problems

(to implement natl. trade policy - not
just for local "park")

WQ 905 are eligible?

RS: Trade Canada; border X-ray program -

Q: Sen. Boxer - I will intro. Border Infra
Bill - using fees generated at border

Rep. Boockos (R-Ala.)

Some say we shld just find h/ways.

Q: Your bill recognizes it's a "trans" bill -
(eg., short haul r/ways)

15 RS: Do have signed 1/2. in small
freight problem

② grab Xing

- 12 people killed in 3 yrs. at one in Ala.
- We put lights, etc. Place w. Sec. 130 \$

③ Transit proposals

impt. for welfare to work

Frank Moscarini (Pittsburg)

- former county C/men

Q: Any incentives for S/L goods that put \$ in...
in excess of 80/20 or 90/10...

(Mandant E/way - State has committed
→ \$700 M -

RS: SIBs in invd. financing

Q: Double-digit employment in ~~the~~ area; role
of Econ. development

RS: Personal knowledge of poverty...
Role of fed. govt. historically - using
trans. Is to create job opp's & to send
the message

LaTourette (N-OKS)

- Ohio has an S/B pilot - ft

- CMAP

Q: Enhancements

(We get asked why we're funding a lot of goofy things)

RS: Toledo intermodal facility is magnificent

Clearly, there shld be a link to Haus.

Q: Fear ~~not~~ of bias for 200K Communities
Can I ensure rural ~~also~~ constituents...

RS: Our obj. is to strike a balance.

Gene
Rep. Taylor (D-Miss.)

Q: Drug testing in DOT.

Rep. w/in 100 m.s. of coast

RS: Most I/State rds are E-West, reflecting
strength of devel. on coasts

Focus of intermodal connections...

Rep. Kelly

Takes an hr. to get to NYC - same as in 1850!

Q: Safety

Rep. Miller - McDonald (~~the~~ Computer)

Q: Econ. development

Rep. Metcalf (R-Wash) ^{paper found}

Q: "Fast Corridor" project (in to Alameda Corr.)

Rep. Smalley (D-TX)

Q: Inequities in current formula

Q: Primary criteria?

RS: It varies by program?

- VMT
- fuel consumed
- pop.
- Expend

Q: Heavy Trucks?

Rep. Emerson

- Bill Emerson Mem. Bridge in Cape Gir.
- Leg. to fund bridge discretionary prog.

Q: DOT rpt. cited 43 designated NHS bridges
- XX - linking Miss. Delta area

Views on Bridge Discretionary prog.

RS: We've reconsidered - I think program will remain.

Rep. Janscher (D-CX)

- Major congestion problem in Bay Area
- BART

- Iron Horse Trail - successful enhancement program

RS: Congestion C = \$40B/yr.

Rep. Brass (R-)

- Equity (STEP 21 supported)

Rep. Pascrell

- K budgeting

- I'm transit vs roads/bridges

Mark Downey
2-26-97

- R/T diff -
- Core program in h/way
- Rackwidth in transit
- High Speed Rail
- X B's

- Congestion mitigation

- alt. fuel vehicles

Sustainable Trans. Program

Federal Trans. Fund

- DOT's R/T budget is Aug by \$1.60M $\Rightarrow$ to 7 \$1B

- alt. fuel vehicle program

CMAQ

(formula funded

proj's -

\$20B/yr.

States can spend for 2% of their \$ for R/T;
they pool it, much of it ends up back at TRB

- That's a phenomenal program that tends to be overlooked

HK: TRB needs sharp jolt -

Andy Blocker
6-6620

Van Tate House

Trans. bills are hard for Admin. to influence:

- They're more bi-partisan

- They're rarely vetoed - so you've got your check

(so you have to be skilled at giving people what they want

There are

of pot holes we could fall into

Shuster has
2 agendas

① get as much \$ as possible in ISTEA

② Make Faust spend the budget

Andy Blocker - worked on Sen. Budget Comm.

Chafee / Bond bill

- didn't count previous obligations - big miscalculation

- EPA is still an DOT - by the limit CMAQ
- air bags
- DOT studies - truck size; wt. (Okeston)
- Cost allocation -
 -
 -
- CAFE KMs (WNTSM)

Joe Chapp

with submit journal comments on
DOT - NACs std.

Andy Blocker
2-24-97

6-2089
6-6620

Dan Tade

- the issue ability to influence b/c no veto power
- Does the item veto Δ that?
 - problems w/ live item veto:
 - anconod.
 - you'd be in demo projects
- Our best chance is to get into game early; get our plan recognized & taken seriously
- Chavez writing his own bill
- will over 60%
- Key will be to get them to take ^{our} concepts:
 - i.e., keeping CMXQ as separate program
 - for that, you need to have enough \$
- ~~House member~~
- Senate works as much in overall pot & finally ^{particular}
- House " " , but also demo projects

dynamic - more; more will get added to pot as you buy off others

On 228-aside - CMAQ; Enhancements - are last thing on their mind

So

POTD memo:

- How much \$ is in it?

- Funding formula

- Trust funds off budget

- Devolutionists

- Chapel approach

- Transit people will beat up on us if

- These are the hot button issues

- Welfare-to-work

- affirmative action (Adarand)

- Chavez writing his own bill

- Baucus way " " "

CMAQ:

If you've ever been in non-attain. . . ~

State DOTs hate that
mayor's bill "

- Hold Belmont
- funding ^{or make} ~~held~~
 - set asides

Safety:

pol. way to handle it is to throw \$
at it with reg's

TMS
RR
ATA

- AS thinks we have a Creditable bill

• intermodalism

• CMAD - air quality

• auto safety

- grade crossing
- etc.

• flexibility

• technology

• MPOs

↑
POTIS

comprehensive, most direct - fed. role
for purposes of commerce, etc.

Alameda Corridor

(

- send up bill that's cred. b/c
- utilize our technical expertise ^{standing}
- use the bully pulpit

-
- first matter of hearings ^{- hostile or friendly Qs}
- (+) of \$ in bill and policy objectives
 - POTUS event when we unveil our bill

CMAQ

separate set-aside/
enhancements

Feb. 26

Jim Brown

next Wed → 10am - Treasury mtg

Fri → OMB & EPA mtg

EPA

- Mark / Fred Hansen
- Jane / David Gardner

- DeStefano - fed lands program
 (WEV captured their concerns)

Rodney:

- Hearing Ser. hearings on Feb. 26; 27
- as prelude, &

- step 21 (donor status)
- Whitman (donor ")
- Karsch (donor action)

(he was star. Very eloquent.)

We came out in middle on 2-2
time — w/ 10% of 12 EX 105/8

exception is Mass - b/c of Central Story

~~2~~ Themes:

① Human. is means to an end - quality of life + Econ. Vitality (jobs + people)

- ^{help} mfg. jobs that
- plus up several areas
- Clean Air Act

② Flexibility

- lighter hand of fed govt.
- Community empowerment

Measures: (Kevin O'Carroll)

- You must expand the pie to account for DACs
- At least give us the language.

under people:

- EMDR.

- Sobelky

truck size of air.

alcohol abuse.

- Seat belt measures

EPA:

- NACs

- Brownfield

- pilot program on sustainable level.
(#/OM)

- global warming

- fuel consumption or VMT ^{factor} will be held
constant, even if you're $\sqrt$ your VMT

EPs wants a pot of \$ off top
to reward

NGA:

They support principles of ISTA

- Englin
Chiles
Joinditch
Wilson } support Kasich

CA - Wilson has overruled
his

France

- got flex in WHS

has given us Cred. on what St.

S/BS

- Expansion in '97
- Cont. in ISTEA

Fed Cred. Program

- allows large proj's of special
sig.

(Alameda Corridor)

W.W. You bridge

NAFTA corridors

Big proj's that are set up
a lot of proj. that are denied

To states: we want to give

- Case, had 'th. prog.

- 5/132

- larger prog's w/ Wash. sig.

Sig: Pick up credible bill -
push the envelope, but
not to extremes.

Redio Hichy

Turnover of Congress

Radically diff. Cong.

Moyarhan + Chafce

Said - don't Dan Corbett

Shut up a formula

PIECE

Comer's:

Need fact sheet for
EPA, etc. . . .

Bob Bergman left today

① hearings in HHS w/ Sklar-

② State hearings on various

- Chris Bertram

- Jack Schenck

-

- OMB adv. ^{w/} EPA

- DOL

- Interior

Wed 10 am - 6

Tongue - looks recreational
Nails program
