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NEXTEA [National Economic Crossroads Transportation Efficiency Act]

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**CLINTON ADMINISTRATION
ISTEA REAUTHORIZATION PRIORITIES**

I. COMMITMENT TO SAFETY

II. COMMITMENT TO THE ENVIRONMENT

**CMAQ
TRANSPORTATION ENHANCEMENTS**

III. WELFARE TO WORK

IV. INNOVATIVE FINANCING

V. TECHNOLOGY

VI. DBEs

VII. LABOR PROTECTIONS

THE WHITE HOUSE
WASHINGTON

- Katie & Goodie re
getting them to focus on NEXEN

- Conf. of Mayors
POTUS will speak to
them in June

THE WHITE HOUSE
WASHINGTON

DBE

DBE
M

DOT Regs - Crawford to Adelman

- still aborning

- need them for the NEXEN bidding

**CLINTON ADMINISTRATION
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- II. COMMITMENT TO THE ENVIRONMENT**
 - CMAQ**
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high technology industry will seek to reinsert the 18 month patent publication term when the bill is considered in the Senate.

HOUSE PASSES NASA, NSF AND NIST AUTHORIZATIONS; MORE NEXT WEEK

The first of several major authorizations originating in the House Science Committee were passed today with relatively little opposition. H.R. 1273 (reauthorizing the National Science Foundation at \$7.1 billion over two fiscal years) and H.R. 1274 (reauthorizing the National Institutes of Standards and Technology at \$1.24 billion over two years) were each passed by voice vote this afternoon. In 1993, 15.2% of NSF research and development funds were spent in California.

Next, the House took up the H.R. 1275, a \$13.9 billion authorization bill for the National Aeronautics and Space Administration. On a vote of 112 - 305, the House resoundingly defeated an amendment by Tim Roemer (Indiana) to delete funds for the space station. Like NIST and NSF, the NASA authorization bill was passed by voice vote. More than half of NASA funds are spent on research and development activities. In 1993, nearly one third of those R&D funds were spent in California.

More science bills will be considered next week, including EPA (H.R. 1276), DOE (H.R. 1277), and NOAA (H.R. 1278). California concerns during deliberations on the Department of Energy bill will include high energy physics, fusion energy, basic sciences, and solar & renewables.

ISTEA TASK FORCE HOLDS CALIFORNIA SUMMITS; WILSON AND OTHERS ENDORSE TASK FORCE PROPOSAL

In an effort to provide local transportation officials and members of the California ISTEA Task Force an opportunity to discuss how to protect and advance California's interests during the Intermodal Surface Transportation reauthorization process, several members of the Task Force hosted California town hall meetings over the past two weeks. In addition to a meeting with the California Association of Governments, summits were held in San Diego and Diamond Bar to discuss the Task Force's goals and guiding principles for the upcoming transportation reauthorization as well as local transportation needs and priorities.

On a related note, the ISTEA reauthorization agenda fashioned by the Task Force, and signed by all 52 California members, is already receiving widespread support outside the delegation. In a letter to Rep. Jay Kim sent earlier this week, Governor Wilson expressed his support for the Task Force's proposals and their efforts to "maximize California's return on our federal contributions." The following California organizations have also endorsed the Task Force's ISTEA plan: SANDAG, SEMTC, LAMTA, SCAG, Sacramento COG, Los Angeles County, Orange County, OCTA, RCTC, the Cities of Anaheim, Chino, Chino Hills, Diamond Bar, Claremont, Ontario, and Yorba Linda, the Anaheim Chamber of Commerce, the Chino Valley Chamber of Commerce and the Gateway Cities Council of Governments.

HORN INTRODUCES VOTER ELIGIBILITY VERIFICATION ACT

Rep. Steve Horn (Long Beach) has introduced a bill intended to limit voter fraud. The bill would allow local election officials to contact the Social Security Administration and the Immigration and Naturalization Act to verify the citizenship of an individual submitting a voter registration application. The bill does not require that election officials use the verification process, and contains restrictions aimed at preventing discrimination and privacy violations. Members interested in co-sponsoring the bill should contact Matthew Phillips at x56676.

HOUSE APPROPRIATIONS AGREES ON DISASTER ASSISTANCE PLAN

Today the House Appropriations Committee passed, by voice vote, the fiscal 1997 supplemental appropriations bill to pay for military activities in Bosnia as well as needed natural disaster relief. The Disaster Recovery Act of 1997 now totals \$8.4 billion, including \$5.5 billion in emergency natural disaster spending, \$2 billion for overseas peacekeeping and restoration of military

Localities Line Up for U.S. Road Funds

Fairfax's Request for I-95 Money Is One of Many to Congress

By Eric Lipton
Washington Post Staff Writer

It's a short stretch of blacktop, five miles on Interstate 95 in southern Fairfax County.

But this often-congested section of highway is at the center of a battle in Congress over how to divide billions of dollars in federal transportation funds over the next six years.

Fairfax officials, tired of waiting for the state to appropriate the \$30 million needed to add a fourth lane to this piece of I-95, have hired a lobbyist to push Congress to designate it as a "demonstration project," which guarantees funding.

"Earmarking money is the only way you can get a jump start," said Shiva Pant, director of the county Office of Transportation. "If we leave it up to the state, who knows, it may be years."

But Fairfax isn't alone. Nearly 1,500 requests have flooded Congress from communities across the country, seeking a piece of the federal pie.

That crush of requests, and the intense lobbying by politicians representing those areas, has state officials in Virginia and elsewhere wondering how much they'll get.

"Money should go to the states based on some rational process, not just on who has the most clout in Congress," said Mary Lynn Tischer, director of the policy office at the Virginia Department of Transportation. "It distorts the process."

The debate is heating up this spring as Congress begins to focus on the reauthorization of the single most important federal transportation funding law: the Intermodal Surface Transportation Efficiency Act. Six years ago, when Congress approved the \$155 billion act, about \$6 billion of that total was set aside for the demonstration projects.

That is a small share of the total, but it already is attracting hungry interest from local governments and their representatives in the House.

Rep. Thomas M. Davis III (R-Va.) pushed hard this year to land a seat on the House Transportation and Infrastructure Committee so he could have a better chance of bringing some of that bacon to the parts of Fairfax and Prince William counties he represents.

"This is not a principled matter," Davis said, adding that a single large grant could make a politician's career. "There is no right and wrong. This is politics and as hardball as it gets."

Davis alone has nominated \$270 million in special projects, including the \$30 million for the five miles on I-95 requested by Fairfax, as well as large grants for the expansion of Route 123 in Fairfax and a handful of projects in Prince William.

Fairfax has hired Thomas Bulger, of Government Relations Inc., paying him as much as \$72,000 to push its projects. Prince William has hired Janet L. Powell, of the Baker, Donelson,

Bearman & Caldwell law firm in the District, paying her as much as \$75,000 for trying to nail down funding for the county.

"This will be the bloodiest, ugliest battle this year in Congress," Bulger predicted. "It has nothing to do with whether you are a Democrat or a Republican. It is everybody sticking up for your own community. It is going to be wild, absolutely wild."

In the Washington area, most of the special requests are coming from Virginia, as most Maryland communities have let the state take the lead in seeking transportation funding. Montgomery and Prince George's counties, for example, have not submitted requests.

Maryland has not been shy about asking for special appropriations, requesting \$320 million for the extension of Metro to Largo Town Center and \$200 million to bring MARC service to Frederick. It also has urged the federal government to put up \$1.5 billion to replace the Woodrow Wilson Bridge.

Fairfax, Prince William and the local governments in Hampton Roads and Richmond have forwarded proposals that are before Congress for special consideration. In Hampton Roads, for example, officials have hired a lobbyist to try to win \$225 million for a new commuter rail system that would serve Norfolk and Virginia Beach.

The Washington area is well represented on the key House committee that is overseeing the writing of the new transportation funding bill. In addition to Davis, there is Rep. Elijah E. Cummings (D-Md.), Rep. Wayne T. Gilchrest (R-Md.), Del. Eleanor Holmes Norton (D-D.C.) and Rep. Herbert H. Bateman (R-Va.).

One committee member said last week that when it comes time to pass out the special appropriation, the committee will first go to its Republican members, then to its Democrats and finally to other members of Congress. In 1991, a total of 538 special appropriations were given in the transportation funding bill.

The intensity with which some local Virginia governments are pursuing the federal funds has not been looked on kindly by the state.

David R. Gehr, commissioner of the Virginia Department of Transportation, said any money that goes directly to the local governments only means less that comes directly to the state.

"This is coming off the top of our funding," he said.

Some members of Congress—such as Rep. Frank R. Wolf (R-Va.)—agree with Gehr, saying that none of the money approved as part of the new law should be set aside for special projects. Without earmarks, "all members of Congress will be treated fairly," Wolf said.

And a coalition of environmental groups has joined the battle against the special appropriations, arguing

that they advance projects that in some cases should not even be built.

"The question is whether decisions are made through back-room lobbying by special interests or through a planning process intended to ensure that each community's environment is healthy and viable," said Michael Replogle, federal transportation director for the District-based Environmental Defense Fund.

This opposition has done little to deter the push for special appropriations.

Rep. Bud Shuster (R-Pa.), chairman of the House Transportation and Infrastructure Committee, is a backer of these special appropriations, and he invited members of the House to submit proposals for them.

Nearly 400 of the House's 435 members responded.

Shuster's staff is still busy compiling all those requests. But by one estimate, the requests might total as much as \$100 billion, more than half the money for the entire program for six years.

The range of proposals that have been submitted for special consideration is awesome.

Officials in Utah are looking for \$3.4 billion over the next five years to prepare local highways, public transit systems and the Salt Lake International Airport for the Winter Olympics in 2002.

A string of governments in the central United States is looking for an estimated \$8 billion to build a highway that would stretch from Michigan to Texas.

And Allentown, Pa., wants its own earmark to build the "America on Wheels Transportation Museum" with \$20 million in help from federal taxpayers.

Jack Schenendorf, chief of staff for the House Transportation and Infrastructure Committee, said he doubts that all the requests total \$100 billion. But he defended the practice of Congress handing out funds directly to local governments.

"These are very high priority projects for members of Congress, who know their districts very, very well," Schenendorf said.

Schenendorf said the earmarked projects, if they survive, probably will be a small piece of the entire bill. He said it is foolish to suggest that political considerations regarding distribution of highway money are limited to Congress.

"Politics plays a role in the decision-making process at the state level as well," he said.

Davis and other members are Congress said that given that it's likely there will be earmarks, they are just doing what they can to get their fair share.

"We are going to be in there shooting," Davis said. "If your turn your back and blink, your project will be gone."

Staff writer Alice Reid contributed to this report.

WEDNESDAY, APRIL 23, 1997

The Washington Post

Talks on Balanced Budget Intensify

Goal Remains Agreement by Friday; GOP Senators Threaten a Fight

By Eric Pianin
Washington Post Staff Writer

Hoping to reach an agreement by Friday, the White House and congressional Republicans secretly intensified budget talks this week, while Democratic budget leaders prepared for talks today and Thursday with President Clinton in an effort to find a consensus.

Administration officials and House and Senate budget leaders held an impromptu, unannounced negotiating session on Capitol Hill Monday, while most members of Congress and reporters were away during a congressional break. White House Budget Director Franklin D. Raines and chief congressional lobbyist John Hilley also spoke by phone with Senate Budget Committee Chairman Pete V. Domenici (R-N.M.) and House Budget Committee Chairman John R. Kasich (R-Ohio.), according to a congressional source.

But the path to a budget deal remains complicated and there is no assurance an agreement could be struck

any time soon. Negotiators hope to agree on a plan to balance the budget by 2002, slow the growth of Medicare and other entitlements and provide a substantial tax cut. Senate Majority Leader Trent Lott (R-Miss.) warned once more that time was running out for the negotiations—now in their third week—and that unless he received assurances this week that an agreement is at hand, he and other GOP leaders would break off talks.

"Too many deadlines have already slipped by," Lott said yesterday. "This one is real and they [at the White House] know it."

A Senate Republican aide said, "We will have some indication Wednesday or Thursday whether we're continuing to make the same kind of progress we made before." Congressional Republicans and an administration spokesman denied a rumor that swept the financial markets that a deal was at hand.

Meanwhile, liberal and conservative members of the House and Senate this week voiced growing concern that negotiators will compromise important

party principles in forging an agreement. Yesterday, a group of 10 conservative GOP senators vowed to oppose any agreement that included a reduction in the cost-of-living adjustment (COLA) for Social Security and federal tax brackets.

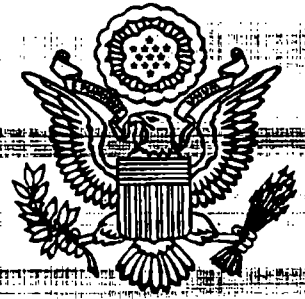
The group, led by Sens. Phil Gramm (R-Tex.) and Sam Brownback (R-Kan.), said they were against even a minor reduction in the COLA because any savings or increased tax revenue would go for additional spending. White House and congressional budget negotiators have not ruled out the possibility of a COLA reduction as part of an overall deal.

In a letter to Lott, the conservatives spelled out this and four other "fundamental principles" they said had to be part of any budget deal. Those include "meaningful" tax relief for families, steadily declining deficits every year until the budget is balanced, a freeze in discretionary spending and strict adherence to Congressional Budget Office economic assumptions.

FAX

UNITED STATES SENATOR • CONNECTICUT

Joseph I. Lieberman



Fax to: Dorothy Raby D Date _____

Fax# 451-2223 Pages 3

From: Bill Benwillen

Message: Please circulate this letter
about the Baucus bill to
Admin. + DOT folks working
on reauthorization

United States Senate • Washington, D.C. • 20510-4601 • (202) 224-4041 Fax: (202) 224-9750

April 22, 1997

RE: S. 532, the "STARS 2000" Proposal

Dear Senator :

The Surface Transportation Policy Project and the undersigned organizations are writing to express our reaction to S.532, the "STARS 2000" proposal for surface transportation reauthorization. We commend the authors of STARS 2000 for continuing the transportation enhancement program as well as funding for metropolitan areas, bridge repair and reconstruction. We feel, however, that it represents a step backward overall.

The Intermodal Surface Transportation Efficiency Act is the standard against which reauthorization proposals should be measured. ISTEA represented a step toward a national transportation policy by ensuring mobility and accessibility while protecting the environment and engaging local officials in building more livable communities through well-planned and balanced transportation investments. When measured against these criteria, the STARS 2000 proposal falls far short.

If enacted, the STARS 2000's proposal to abolish the Interstate Maintenance program would lead to a decline in the condition and quality of our nation's Interstate Highway System, the focus of our highway investment for the past forty years. In addition, the proposal represents an overall shift in funding away from programs dealing with road repair, environmental degradation, pedestrian and bicycle safety, and metropolitan and local transportation problems to a limited set of state owned facilities on the National Highway System. STARS 2000 would spend 60 percent of its funding on the National Highway System, as opposed to about 40 percent on the Interstate and NHS, as under current law. STARS 2000 would underfund important transportation facilities and services-- owned or managed by cities and counties, and serving the vast majority of the populace -- and would dedicate funding instead to expanding roads in environmentally damaging ways.

We are also concerned that STARS 2000 drastically cuts the Congestion Mitigation and Air Quality program. The CMAQ program has provided critically needed funding to communities which are struggling to respond to the requirements of the Clean Air Act. While this proposal retains the spending requirement for air quality projects in limited areas, it cuts this environmental program by 75 percent over the funding levels proposed by the Administration. This funding level is unacceptable because fewer areas would be able to have CMAQ projects. The STARS 2000 proposal would lead to a worsening of air quality and a decline in public health.

STARS 2000 does not address the nation's transit program; it does not acknowledge that "highway-only" solutions represent the failed policies of the Fifties, not the innovative strategies needed as we move into the next century. ISTEA was a big step forward. In reauthorizing ISTEA this year, Congress should continue to move ahead and not attempt to turn back the clock.

STARS 2000 is a step backward for the condition of the nation's highways, the environment, and the counties and cities that maintain the large majority of the nation's roads. Although we understand the needs of Western rural states for funding, we hope that the backers of STARS 2000 will work with the supporters of ISTEA to craft a reauthorization bill that meets their funding requirements while meeting national goals including protecting the environment, ensuring the maintenance of the interstate bridge and other highways; providing for the needs of transit and AMTRAK; and keeping local officials and the public involved in the planning and decision-making process. These are the crucial ingredients for a successful reauthorization proposal that would serve the people's transportation needs into the 21st century.

Sincerely,

Surface Transportation Policy Project

-and-

American Council for an Energy-Efficient Economy

American Institute of Architects

American Planning Association

American Public Works Association

Association for Commuter Transportation

Bicycle Federation of America

Center for Auto Safety

Center for Neighborhood Technology

Citizen Action

Environmental and Energy Study Institute

Environmental Defense Fund

Environmental Working Group

Friends of the Earth

League of American Bicyclists

National Association of Regional Councils

National League of Cities

National Neighborhood Coalition

National Trust for Historic Preservation

Natural Resources Defense Council

New York City Environmental Justice Council

PODER - People Organized for Defense of the Earth and Her Resources

Public Citizen

Rails-to-Trails Conservancy

Sierra Club

* Thurs - 11 Hours T, I Dm's

Steve:

- Slater mty's w/ EPA l/skip + Daschle:

Chafee

Adams

Baucus

Daschle

Margolis

• hand out our sheet

- Slater - DPC Caucus

NY

• ~~Alaska~~, etc. - "disastrous"

• Now, it's time to come up + talk w/ Dem. Sen's
- ~~not necessary~~ for lunch or

• Have Slater + Daschle talk abt. priorities
+ building Coalitions
(stay away from formulas)

AB:

- Mty. needs to be: ^{to m/comm. Members} # will ^{help} ~~solve~~ ~~our~~ ~~problem~~

AB

SP: AB

Were getting rumblings that Admin. - State hasn't
been firm enough on our priorities - esp. CMAQ

He esp. needs to come back on ^{be very firm} 2nd round of Q/A
when Qr raises problems or puts him

Ples. needs
to be able
to sign a
bill in
good
confidence
that's also
enviro
bill

WE'VE got the \$ now (al tho some are still scrambling).

~~FOR next w/ Oberster~~

Mayrshaw Oberster
with.
Laut.

They need to see -

- (1) that he'll be strong
- (2) " we won't get involved in form. fight

He's there - it's just a Q of intensity.

~~Thomson~~

- He's still working off an early set of TPs on bill
- We said

on structural side, here's where we're having
problems - so this is what we need to stress.

As playing out, our story needs to evolve.

Here's where we're having problems

Budget

#13B in May

He stands by the P's budget

As deficit corrects himself

{ Can he make calls to 4 ranking Ms of budget comm?

House goes to floor Tues.

Sun. " " w/up on Mon.

Event
WTC ~~Event~~ :

State needs to court & Farones

- Specter b.71

• WTC piece - would be nice if it dovetailed a little more

Baucus:

Empathize when they say they need more \$.

Our comeback: There is enough \$ for every ^{state} ~~state~~ to win + protect our priorities.

Specter bill:

- Looks like it wld fund a lot of small projects.
- Pushback - "It's demos, it's demos."
- Only a problem if Fairbairn

Important to know that Sen's Specter /
Lindbergh have today introduced a
bill that

- Ob Limits

US - 22 ~~10~~ 108.8 (w/ Amtrak) 11' w/out Amtrak

Chase/
Bond

110

112

Ob Limits \$2B/yr

Outlays 1.3/yr

Con. Act 2B/yr

(Assume all goes to h/ways; if denied, 1.5/yr)

* Some more to fund w/out out of gen. fund

At StB Conference - bond buyers said DBX is dead

Baucus

- ~~no report~~

- work of Chase, Measuring, etc.

- POTUS has to be able to say the Act is an entitlement with w/c straight pass

BS #1
- Short term - things placed into conformity
- That allows certain groups to move ahead of
their other peers. BS

BS
Take of others - very skeptical; even EPA says
C.X. benefits are small

~~BS~~

Can we sell the CM Br?

* We need TPs on CMAQ Met Bances
↑ Others Can Use

~~Else groups:~~

~~If you're in CMF,~~

Can we do CMAQ ribbon
collages?

KR:

- There will be CMAQ - only Q is how much

- Same w/ TE ?

- even Thompson, a critic, came around.

- Welfare to work

- a lot of people are saying, why?

THE

- don't know where the opp. will come from

Unwashed financing

- we won't fall on our sword on that.

DBEs

Q - Will there be broader bill or will this be just 1300?

A - The latter

DBA/1300 - SIBS/NHS

- GPs will go after it on floor

- Don't know if Chafee will include DBA w/ SIBS in
unwashed financing

- Better to have DBA fight see broader bill
w/ just SIBS

CMAQ is problem; you buy people off on
that by giving them other things they want
so depends on what else is in bill.

Is there a way to V impact to CMAQ
is a little more subtle.

Jonathan Adelstein
5/7/97

Daychle

- 14 by tomorrow w/ N/2000 Jan's
 - we want ~~Bureau~~ of US.

- We have to ^{exercise} max leverage in Jan, b/c we'll get rolled in House

- We like overall structure tho not formula of DEXTA.

JB: House:

- Tweaking formula to create \$2B disc prog.
B deal w high priority corridors

- CMXQ - "flex."

TE

- I/s state Reimbursement - It's Sen. program;
they'll do it.

- Other programs - they'll use what we gave them.

curve ball

- Budget amount - much smaller \$5 than they were talking abt -

- They're really optimizing

\$16B in ob. limits (\$2B/yr.)

Areas
before
budget
apart

49 of 50 states got more \$ \$5
26 " got " 0% more

\$16.9 + 10 - ob limits

132 - highways

- Contract with.

- ob. limits

- will spend what comes in first
fund prospectively (scheduled balance
in deficit interest \$1.5B/yr.)

- Budget

- were essentially spending to Bond/Chafee

~ \$22/yr in ob limits

~ 25 " " Con. auth.

Problem

- CMAQ

- w/ House seeing ^{over budget} alment, they'll target CMAQ

- not having barriers is really damaging
↳ very conservative state DOT

SP: Since you like program structure,
Can you explore formula D's that bring
you closer to infrastructure states

Otherwise, STEP 2 folks will go
after program structure.

We can walk w/ you re that.

AB: You can be absolutely sure -

Yes, I know CMAQ doesn't help our
state, but it's an important program!

Let's get at our diff's other ways -

POW's hard to be able to say w/ straight
face - this is environment bill

loping u
etc

- we're end. Consider --

- We want to get compensated thru formula

Cost - \$1B in CX

STEP 21 doesn't work unless you get \$27B

STARS 2000 " " " " " "

House believed to own rhetoric

Appropriately recently came up w/ \$900M
b/c of massive contract authority.

- ① - ~~SIB~~ announcement - ask Janice
- 20-30 states
 - \$150M

~~DOT Bill~~
- ~~announcement~~

② Cost allocation study

- Who pays for how much of the highway
- Heavy trucks don't pay their way
- Bumps in social Cs
- alt. story: No one pays their fair share, b/c social & external Cs are so high
 - crashes
 - congestion

What it tells me is ↑ the diesel tax; but we're not going to propose that.

③ DOT Truck Size & Weight

- Royhall

- Oberstar

- Gorsky

- Boekert

- Quina

- Kelly

- Lobiondo

- Steve Horn

- Matrari

- Rayhall & Oberstar need reassurance
- If we can deliver McGinty plus a POTUS M.
- Need to counter impression

Achilles heel of CMAQ - problem is so big that CMAQ can't make a dent

- long-term impact is critical

-

CMAQ as tool for reinsurance in existing context of
PCSD package

Next to TE, CMAQ is most popular program

Polk - dedicating 1% for

Standalone problem is a
- Bancus; Warner problem

- CMAQ is getting battered - states ^{DOT} guys are hostile
 - ~~EPA~~ ^{EPA} has PM proposal out there.
 - CMAQ, by definition, means ↑ local control
-

Configuration of CMAQ ^① - benefits certain regions

② amendment in '91 [DOT] said good revenue -;

but CMAQ was exempted

so people upset abt
formula fixate on CMAQ;

③ Guys at ~~FED~~ ^{NO} are not hitting the ball very hard
on CMAQ

Shenon & Schen. are not bly ISTEA guys, but

they're going to stick w/ it

but will give states more flexibility, but
in ~~new~~ bad sense

D's holding up well; need to make sure they have what they need

Shuster talking to Oberster:

- CMXP
 - STP
- } more flexibility

Welfare-to-work:

Lots of discussion, even GOPs are starting to focus.

State commitment to public lands.

• mid-May announcement by DOT:

- 25 pilots on w-to-w

* - need to have strong local participation

Done - done

Tom Bolger -

MTC - San Fran. area

N/said good's

- He's heard EPA may be backing away from its ozone
std.

- Wants closed door session w/ EPA ^{so as} to see

- Kevin, Hank Pittman, John H.; James conf. Call

11

Feedback from Rayhall's group:

↳ You need swing GOPs

Wed - 7pm	Roosevelt Rm	- Hunt - Glendinning
-----------	--------------	-------------------------

- final field hearing - Providence
 - John ^{as} witness

- last ok - approp's hearing

- approp's suit like Bond - Chapel

- Corbett - i also, a majority add.

auth's working w B-C, but approp's
 said No!

Budget Com - same CX as us
 but

authors want higher CX b/c
 that's the show

4.3 $\rightarrow$ test point

- Will fly there in Jan.
- but that's not good

Our msg. to Budget Comm.

- spend all you want on houses
as long as you

- B-C is problem b/c of wall
affects our priorities

Gauchos

- you should be glad -
those GOPs are at least
supporting $\frac{1}{3}$ for CMAQ

AB: Have heard

the both usgs are very rapid

CM and AP

Ken Alder: DOT had played
up AP - it's @ of hwa

to make that argument -

AB: From Hill, the hearing - some
at EPA are saying -

- Technology improvements are
key

- CMAP is not that rapid.

(Low emissions fuel vs VMTs

Here's some are trying to drive
a wedge - three

LL's were trying to put
Mike Swones - EXHA

- CMO is both

- Supposedly helping slow
getting people out of their
cars

- program is small %
Bs are small

ii: It's mandatory nature of
program that's a problem

iii: Maps, etc. push for CMO

more than STP b/c it's so

flexible for CM & AD

Backlog

Downey in Seattle

Stater starts N/East Jan
on Wed

\$

we're coord. w/ Rails to Rail

~~speaking to~~
Building Trades

Lamer

Patton

Skoter met w/ Grogene
last wk

WD - Q: A

- Stamp speech

Mayor Lanier

- Urban

- City: County officials ^{selected}

- Construction

- Cook of Mayors - twg in June in SF

- Call Kevin McCarthy

- on other issues, we work w/
their Wash offices

Lonier - n/kood reid,
I

CNAQ-

Calif. Legis

LA Co. Bd. of Sup's

LA Chamber

May 8

NCSL Fed Issues Conf.

May 8 - John H. Will

Arthur F. French Scholars

Carlett
4/17/97

Criticism we hear:

CMAP hasn't been that

flexible

CM was a cover - real intent
was to fix AQ

⑩ places where you can make it

local & global

expat

- Eligibility

- other As - even symbolic ones

Things that make the program
look like it's ^{more} ~~best~~ effective

Streamlining

Can you
- put it into FTEs
paperwork ✓

- DOT - anecdote - Work State

- Need a NPR-like
Comparison before after

getting several stories - -
to test offy

B.T. Bonville

4/17/97

May 17th bill - 32 sponsors

~ EPW - West - N/Eastern have been dominated

that's been a big enough bill to

beat the rest

But

South got tired of it

9/1: W/E - West alliance

(May. of Congress Caucus, Chafee,
etc.

It was a

Radical bill

— was
Kaiser stuck in mess it had created.

BB's premise until few mos. ago:

- Senate wld reach compromise
- House - ^{up to it} usual and c/s
- ^{w'd} hold onto it in conference

Need it's more complicated -

Baruch -

Majors have still not weighed in
from what I can tell,

Having a bill to preserve structure
w/ 32 Co-sponsors is helpful.

But Adelman needs to play maj's role.

they need to get to ^{see} Doyle → Baruch in

① More \$ to spread around

② Bancro gets add'l \$ for
rural areas & tech off

③ Warner gets ?

Kathy Ruffelow - Bancro

Your g'd E we \$25 B/yr. - Off
I'll talk

Chafetz staff^(Corbett)

State needs to be forceful
in dry years

BB: Admin is in POS, to broken
This bill - ^{That's} unusual, by historical
Std's
AB - ^{yes - but only @} in a ltd. way

Corbett:

They're trying to position CMAQ
as one of things we formally

Admin needs to take ^{from} the line
on 5-6 fundamentals of
structure that have to be
there.

b/c prog. Can't run and
Hard to make Veto Breaks, but
you may have to have a credible threat.

Insofar as you can make clear
there are some things you can't
negotiate.

No natural way for it to come
together without Admin help.

W/out a budget deal -
really difficult b/c the
are to spread around.

Bond ^{choke} mechanism isolates the \$
for Havers -

So maybe not that mechanism, but
the \$

① Key to ^{give} under STEP 2 by
get ^{the maples to weigh in} ~~good~~ w/ good \$

② Have a letter. Take hand
line →

Chaple hasn't really stepped in
yet

Cond. maint / Rehab

CYAP

local control

structural
issues

~~But~~ That might allow

Chaple to go to Warner; say

— good structure

AB: Chafetz & Warner have to
make a deal

AB: ^{Bud} Warner & ^{Bauer} ~~OK~~ may
Get a deal

Maguire is energized -
the working M's - e.g., ^{1990's} Bob

Smith & Byrd as co-sponsors

Mayors need to understand

(Shuster)
This is a string operation -

Reimbursement - '91 bill ^{was} the first
to do it

S.F.)
Conn Turnpike - state built it
fed. highway \$ was available

same w/ RI Turnpike

Warner - Anne Loomis

Adrian has real role this
time b/c of Chaos.

Corbett:

we need good story on
streamlining

Evidence of where ISTEA's
ability to bring people together
has allowed for streamlined, accelerated
construction...

THE WHITE HOUSE
WASHINGTON

Northern govt's; Southern
mayors

Coalition:

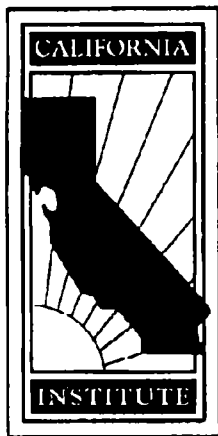
2 targets - Reed^(N.W.); Allard (Cal.)
- Bond (Mo)

Downey doing Las Vegas event
in May

THE WHITE HOUSE
WASHINGTON

National Transportation Week

- use that to reinforce



THE CALIFORNIA INSTITUTE FOR FEDERAL POLICY RESEARCH

419 New Jersey Avenue, SE, Washington, D.C. 20003

Voice: 202-546-3700 Fax: 202-546-2390 e-mail: ransdell@calinst.org

California Capitol Hill Bulletin

Volume 4, Bulletin 10 -- March 20, 1997

To expand communications between Washington and California, the California Institute provides periodic faxed bulletins regarding current activity on Capitol Hill which directly impacts our state. Bulletins are published weekly during sessions of Congress, and occasionally during other periods. The e-mail edition is made possible in part by a computer server donation from Sun Microsystems.

ALL 52 HOUSE CALIFORNIANS SIGN UTILITY RESTRUCTURING LETTER

Every Member of Congress from California today sent a letter to Commerce Committee Chairman Tom Bliley (VA) regarding electric utility restructuring issues. The letter was circulated by Reps. Jerry Lewis (Redlands) and Lucille Roybal-Allard (Los Angeles), the respective chairs of the California Republican and Democratic delegations.

The letter describes AB1890, the landmark utility restructuring bill that passed the California legislature and was signed by the Governor last summer after painstaking negotiations among many of the state's stakeholders. AB1890 provides that customer choice in electricity will begin in California on January 1, 1998, and will be fully implemented by 2002. The bill ensures that all consumers will be able to benefit from utility rate reductions resulting from competition and will improve the reliability of service, advance environmental concerns, and ensure fiscal soundness. The letter supports California's utility restructuring decisions and calls on Chairman Bliley to respect the state's efforts and to insure the opportunity to fully implement AB1890 as Congress considers electric utility restructuring from a national perspective.

For a copy of the signed letter, contact the Institute.

REP. BILBRAY ADDRESSES INSTITUTE'S ADVISORY BOARD

Rep. Brian Bilbray (San Diego) spoke to the monthly breakfast meeting of the Institute's Advisory Board members on Thursday. The Institute wants to thank Pacific Gas & Electric for hosting the breakfast. Rep. Bilbray outlined several of the issues he is focusing on this year.

A particular priority will be his bill, H.R. 630, dealing with reformulated natural gas. The bill would allow California's cleaner burning gasoline regulations to apply instead of existing federal regulations, as long as the California regulations achieve equivalent or greater reductions in emissions of ozone-forming compounds and toxic air contaminants. EPA, according to Rep. Bilbray, has already found that California's gasoline standards are equal to, or more stringent than, federal standards. However, the federal standards require that reformulated gasoline contain various specified properties, whereas California's standards allow for more flexibility in its reformulated gasoline. Thus, currently, California's refiners must continue to comply with the federal standards.

The bill has been co-sponsored to date by a bipartisan group of 13 members of the California congressional delegation. For more information, or to co-sponsor the bill, please call Dave Schroeder in Rep. Bilbray's office at x52040.

Congressman Bilbray also discussed the need for legislation to require federal customs agents at the border to enforce U.S. smog laws and prevent polluting cars being driven into the

U.S. from Mexico. He stated that air sensors have shown that although cross-border traffic accounts for only one percent of the traffic in the area, it emits 13 percent of the air pollution. The Congressman also discussed several other issues, including the Medicaid provisions in the President's budget, automatic citizenship for children of illegal immigrants born in the U.S.; and preventing drug addicts, sex offenders, and convicted felons from being deemed disabled for purposes of receiving housing assistance.

PRESIDENT SENDS EMERGENCY FLOOD RELIEF SUPPLEMENTAL TO CONGRESS

The President has requested a \$2 billion emergency supplemental appropriation to assist in the recovery efforts from recent disasters in several states, including the January floods in California. Under the request, California would receive about \$907 million to cover cleanup costs, government reconstruction loans, and emergency levee maintenance and repair. Specifically, California would receive the following: \$274 million for the activities in California undertaken by the Federal Emergency Management Agency (FEMA); \$208 million for repair work by the Department of Transportation; \$202 million for Army Corps of Engineers emergency repairs; \$196 million for Department of Interior repairs, most of which will go to Yosemite National Park; \$21 million to the Agriculture Department's Natural Resources Conservation Service; and finally, \$5.5 million to the Department of Commerce's fish hatcheries programs in California.

The President deemed the supplemental to be an emergency, thus, eliminating the need to reduce FY97 funding for other discretionary programs in order to offset the additional money requested.

Rep. Vic Fazio (West Sacramento), whose district suffered from heavy flooding, called for quick action on the supplemental, and urged that Congress not let "regional differences and parochial interests defeat this relief effort."

In anticipation of the supplemental, Rep. Richard Pombo (Tracy) said earlier, such funding "will be key in ensuring that California's flood victims get back on their feet."

REP. LOFGREN SPONSORS BRIEFING ON PATENT REFORM BILL

On Wednesday, Rep. Zoe Lofgren (San Jose) sponsored a briefing on H.R. 400, the 21st Century Patent System Improvement Act of 1997. After welcoming the congressional staff and other parties in attendance, Rep. Lofgren turned the briefing over to Linda Evans of IBM, who introduced representatives from the 21st Century Patent Coalition and the American Intellectual Property Law Association.

Among other provisions, the bill will bring U.S. patent laws into harmony with other industrialized countries. It will require that in most instances patent applications will be published 18 months after the original filing date. The bill also converts the U.S. Patent and Trademark Office into a government corporation and ensures that all fees collected will be retained for use by the PTO, rather than diverted to the general treasury. The bill is widely supported by the high technology industry. For a copy of the materials handed out by the 21st Century Patent Coalition, call the Institute at 546-3700.

SENATE HOLDS HEARING ON ENCRYPTION BILLS

The Senate Commerce, Science, and Transportation Committee held a hearing Wednesday on two bills, S. 377 and S. 378, that would ease restrictions on the export of encryption software and devices, manufactured by U.S. computer electronics companies to ensure the security of financial and other transactions conducted electronically. The U.S.

historically has severely restricted the export of these items because of the potential that terrorists and other criminal groups may use them to cover up their activities. Recently, the Department of Commerce issued new regulations that open a two-year window for export of more sophisticated encryption items, as long as they have a key recovery system. The key to unlocking the encrypted material must be kept by an authorized third-party. Should U.S. law enforcement authorities need access to the key because of suspected criminal activity, a court order would be required, much as is currently the case for wiretaps.

Among others, the Committee heard from FBI Director Louis Freeh; Deputy Director of the National Security Agency, William Crowell; William Reinsch, Undersecretary of Commerce, Bureau of Export Administration; and James Barksdale, CEO, Netscape Communications Inc, representing the Information Technology Association and Software Publishers Association.

The government witnesses all defended the need for a U.S. sanctioned key recovery system, which would guarantee law enforcement's access to criminal material if the need arose. Mr. Barksdale, on the other hand, stated that consumers globally were becoming aware of the benefits of having a key to decrypt encoded data and that market forces would be able to resolve 85 percent of the government's and industry's mutual concerns about security. He argued that, under the Administration's proposal, U.S. companies will not be able to compete globally, because foreign consumers do not want the U.S. government to dictate the type of encryption device they purchase.

The testimony from the hearing can be found at the Committee's Internet homepage at www.senate.gov/~commerce.

EDUCATION STAFFERS CONTINUE IDEA NEGOTIATIONS; HOUSE BILL'S FORMULA STILL LIKELY TO FAVOR CALIFORNIA

Negotiations to resolve differences over changes to the Individuals with Disabilities Education Act (IDEA) continued this week, and final resolution will probably take several more weeks. While discipline issues are being debated now, staff will soon turn to changes in the funding formula, an issue which will significantly impact California's share of federal dollars distributed.

Sources close to the negotiations said that they expect the bill that comes out of the House committee will include a formula based on population -- an approach which could increase California's share of the program's funds from roughly 10% to about 12%.

At present, funds are distributed based on each state's estimates of how many disabled children served in a state. Such a system is subject to state-by-state variation in reporting methods, and in some cases over-reporting by excessively inclusive states. The source expects the bill to reflect the formula change previously proposed by the committee -- which would instead use an objective standard such as a state's school-age population, population age 3-21, or a mixture of population and poverty data. Any of these approaches would significantly increase California's share of the \$2.3 billion distributed nationwide. According to one source, "every scenario comes out positively for California."

HOUSE PANEL HOLDS HEARING ON CALIFORNIA FLOODING

Earlier this week the Transportation Committee's Subcommittee on Water Resources and Environment held a hearing on the recent flooding in Northern and Central California. In addition to examining the impact of the floods, the witnesses and committee members considered the steps necessary to mitigate future flood threats. The first panel of witnesses consisted of California members whose districts were hardest hit by the recent floods: Rep. Wally Herger

(Chico), Rep. Vic Fazio (West Sacramento), Rep. Richard Pombo (Tracy), and Rep. George Miller (Richmond). The members described the devastation caused by the disaster which evacuated more than 120,000 people from their homes and caused more than \$1.7 billion in damage. In order for the emergency recovery work to move ahead the panelists urged support for the President's emergency supplemental appropriations request (see earlier article in this *Bulletin* for details). Although each member acknowledged the significance of emergency repairs, they stressed the need for longer term solutions to the region's flood protection difficulties, such as the Auburn Dam proposal or increased off-stream storage capacity. Several California members also suggested a comprehensive study of Northern and Central California's flood control system as a necessary first step in resolving the region's persistent flooding problems.

Also appearing before the committee were the following federal officials discussing their agencies' disaster relief efforts: FEMA Director James Lee Witt; Civil Works Director Major General Russell L. Fuhrman (Army Corps of Engineers); Natural Resources Conservation Service Director Warren M. Lee; U.S. Fish and Wildlife Service Director Gerry A. Jackson; and FEMA Executive Associate Director Lacy Suiter.

Finally, the panel heard testimony from California Resources Agency Secretary Douglas P. Wheeler and a number of local California officials from affected areas.

CALIFORNIA MEMBERS PRESENT REQUESTS FOR ISTEA REAUTHORIZATION

Over the past several weeks the House Subcommittee on Surface Transportation began consideration of testimony from individual Members of Congress who have specific policy initiatives or who wish to express support for high priority projects in their district for inclusion in the ISTEA reauthorization legislation. Historically, California has not fared well in the fight for transportation demonstration projects. The General Accounting Office recently estimated that California receives just under 6% of federal dollars authorized for such projects. Thirty-one members of California's delegation presented their requests to the transportation panel. Below is a list of requested California high priority projects by member. For a copy of a particular member's testimony visit the subcommittee's website at www.house.gov/transportation.

- Rep. Bill Thomas - Tulare County Road Projects/Kern County Road Projects/Porterville, California Request
- Rep. Ron Packard - Oceanside-Escondido Light Rail
- Rep. Julian Dixon - L.A. County MTA Projects
- Rep. Buck McKeon - L.A. County MTA Projects/North L.A. County Projects
- Rep. Maxine Waters - Project Requests
- Rep. Gary Condit - University of California Parkway Loops
- Rep. George Brown - I-10-Pepper Ave. Interchange, Sierra Ave Reconst., Etiwanda Interchange/Metrolink
- Rep. Matthew Martinez - Foothill Transit
- Rep. Xavier Becerra - MTA Issues/Glendale Corridor Project
- Rep. Lucille Roybal-Allard - I-710 Firestone Exchange
- Rep. George Miller - Project Requests
- Rep. Walter Capps - Route 46 Extension Project
- Rep. Bob Filner - San Diego & Arizona Eastern Railway
- Rep. Ken Calvert - Riverside County Transportation Projects
- Rep. Frank Riggs - Highway 101 Funding/Intermodal Center
- Rep. Lynn Woolsey - HOV Widening US-1/Intermodal Fac./Retrofit G.G. Bridge/Marin Bike Path-HOV Proj.
- Rep. Nancy Pelosi - HOV Widening US-1/Intermodal Facilities/Retrofit G.G. Bridge
- Rep. David Drier - Alameda Corridor East/Gateway to America
- Rep. Jay Kim - Alameda Corrid. E./Gateway to Amer./Ontario Int'l Ground Access/Mountain Ave-I-10 Interch
- Rep. Robert Matsui - South Sac. Corridor Light Rail Project/Arden-Garden Connector/Sac. Intermodal Center
- Rep. Calvin Dooley - Highway 180 West
- Rep. Brian Bilbray - San Diego Light Rail

- Rep. Loretta Sanchez - Bristol Street Project/ Interstate 5 - Gene Autry Way Project
- Rep. Brad Sherman - Ventura County, Sherman Oaks, Woodland Hills Projects
- Rep. Tom Campbell - BART, Tasman Light Rail
- Rep. Zoe Lofgren - BART, Tasman Light Rail
- Rep. Anna Eshoo - BART, Tasman Light Rail
- Rep. Ellen Tauscher - Route 4/Route 84 - I-180 Interchange
- Rep. Sam Farr - Santa Cruz County Transit Projects, Monterey County Transit Projects
- Rep. George Radanovich - Highway 41 Extension
- Rep. Tom Lantos - BART SFO Extension

SENATE COMMITTEE CHAIR INTENDS TO SEEK FDA REFORM

Labor & Human Resources Committee Chair James Jeffords (VT) reportedly intends to link FDA reform measures, which failed to reach final Senate passage last year, with this year's reauthorization of the Prescription Drug User Fees Act (PDUFA). The Act, which regulates the federal government's receipt and use of user fees associated with prescription drugs, expires at the end of 1997. California's biomedical community (which includes about one-third of the nation's firms) has strongly backed an FDA overhaul.

CALIFORNIAN INTRODUCES CLASSROOM TECHNOLOGY IMPROVEMENT BILL

Earlier today, California Congressman Randy "Duke" Cunningham (San Diego) introduced legislation to provide tax incentives, in the form of a deduction, to businesses that donate computer technology, equipment, and software to schools and non-profits involved in primary and secondary education. Additionally, corporations that contribute cash to primary and secondary educational institutions and non-profits for the purpose of purchasing computer-related items will receive a 110 percent tax credit for their donations. Given the California economy's reliance on skilled technical labor and the state's low national ranking in primary and secondary school spending, this tax incentive could significantly benefit California's schools. Rep. Cunningham introduced the legislation in response to a recent GAO report entitled "America's Schools Are Not Designed Or Equipped For The 21st Century." As the title suggests, the document concluded that America's classrooms are lacking the computer technology necessary for school children to develop needed computer literacy. For instance, only 14 percent of classrooms have the type of phone jack needed to access the Internet, and a mere one in fifty classrooms is actually connected to the Internet. Those schools fortunate enough to own computers often must use machines which are nearly obsolete, according to the report.

Rollout

- players - Admin.
- K&K - who will intro by request

key
- msg points

- any conflicts w/ members

- Visual

Glen - long sty.

- Tech. Support - Learning Jomwata
- Threat of line item veto
- Bully pulpit

- Legi Affairs

- Indengott

- Public Liason

DOT

- EPA

- CEG

- DPC

- DOL

- Wellfare to - elderly

- Interior

- HUD

- Transit

- OMB

- COS

~~DOJ~~

DOJ

USDA

DOJ

- Pol. Affairs

tech.

Environ.

- OSTP

- NPR/OVP

- Cabinet affairs

ISTEN SNG - mkg.

NEO

Pub Liaison

Intergovt.

Wiley

SNG - mkg

Bill Gowilliam
3-7-97

employed fulltime

^{pw} rolled
Always House ~~best~~ Sen PWS ~~on~~ h/way bill

(Bobt. Moses; Dick Sullivan - interstate
Moses' stand in

Vision of how to get pork by ~~was~~
the concept of Contract authority

Then BICA came along

Mine ~~was~~ worried abt. his role; handed
l/ship to Bob Rowe (?)

To get chairmanship, had to agree to get ~~Members~~
pork

Turned over day-to-day control to Rowe —

Rowe ~~was~~ built huge machine to dispense pork; but
then didn't have enough to go around; so
then lost Jode.

Meanwhile, in Senate:

M Magnician } Leg. Kirscht
Bob Peck } persuaded Magnician to get
involved in big way
GSA } ~~was~~ previously AA
then AIAa

PM^{Magnician} promised to do sth innovative

Chapell^{also} " " " - tired of getting rolled

5^{yr} ~~plan~~ innov. b.t.d. came out of
Sen EPW

45-category program ~~not MB~~

All formulas skewed ^{states} toward need construction.

but ^{initially passed}
OMB - new const. on heavy heart
- states ^{should do} repair - maint.

Sen. - brought 45 categ's → 5; gave
states flex.

balance to ^{giving} 50 states: 16 calls more power; yet still keeping it a note.

~~Now~~ Suddenly, flex, w/ia ^{new program called} STP ...

Coincided w/ Δ in major contractors
→ broader scope
↳ Transit Wages

So can't really do

Memor:

90:10 vs 80:20 vs - - didn't show
your decision

50, states govt flex

IMJ - became a real option
want.

CMAQ.

newly not handled well

Threat

ISTEA turned upside down - incentive
; pot of \$

Earlier Leg 3. designed to make govts ; SMDs all-
powerful

(^{we were the} b/c bldg. I/state

Many states - urban/rural splits, where
urban areas got screwed

So, 20 yrs. of huge fights zw. mayors
; state t/way depots

MPOs

Moved lots of power to urban areas

Pol's

Lloyd Bentsen was chair of PW subcommittee

He introduced concept of getting back high share of gas contib.

Every other prog. gives \$ on basis of need.

Became very popular - esp. w/ Southern
SOADs

They got rolled in STEA

So EPW didn't open up formula fight

But STEP 2

Want to A from needs-based to
cost ^{budget} based.

That's

reverse rewards gas usage

DOT formula: still ~~used~~ ^{conduct} - based w/ equity factors added in

1 (A)

Southern STEP 21

- block grant
- NNS

to go

disbursement

15TEA

(B)

Bureau / High Plains

same formula for b.g - 1000 mil's

2

Sen.

N/Eastern States -

E/Sewhere -

15TEA works

pop based

17 gov'ts - 10. to POTUS?
or State

They're preparing b.71

If can all reach MSD Admin
will have sig. role.

1/500 Gauss & Daschke

may cut deal - in which case we'd get
handed a bill.

- formula
- skg. - policy
- process
- rollout

- cred. b/l bill
- tech. expertise
- bully pulpit

-
- N/Eastern & other donor states
 - urban; SW

air office

wetlands

- * - Welfare -
 - inv. financing
- * - CMAQ/Enviro. protection/energy eff.
- * - Safety
- * - Cities (transit, ADA, CMAQ)
 - technology
- jobs/econ. growth

- regional interests
- GOP l/skip/budget comm's

priorities

- key considerations

- legis. timing of stg.

- Constit. groups/outreach
- intergovernmental
- pres./WH involvement -

- suggestions
- tough Q1A

Intro

- IDEA vs. education

Key Issues

The Leg Stg. Thing

IV Outreach & Inter

~~IV Outreach & Inter~~

V. WH Event Involvement