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OA/ID Number: 17416

FolderID:

Folder Title:

NEXTEA [National Economic Crossroads Transportation Efficiency Act]: NEXTEA Working Group

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**U.S. Department of
Transportation**Office of the Secretary
of Transportation

Chief of Staff

400 Seventh St., S.W.
Washington, D.C. 20590*Draft*

MEMORANDUM FOR: Kitty Higgins, Secretary to the Cabinet
and Assistant to the President

Gene Sperling, Assistant to the President and
Director, National Economic Council

FROM: Michael Huerta
Chief of Staff

SUBJECT: White House Briefings to Amplify President's NEXTEA
Priorities

Under Gene Sperling's leadership, the NEC has convened a NEXTEA Working Group to coordinate Administration efforts to amplify the President's priorities for his National Economic Crossroads Transportation Efficiency Act (NEXTEA) proposal. At the Working Group's last meeting, it was agreed that, as a part of this effort, four White House briefings with key constituencies would be planned to take place over the next 60 days:

- 1) **Environmental:** This would encompass both traditional environmental groups and urban constituencies with a stake in the Congestion Mitigation/Air Quality Program (CMAQ). This is a Presidential priority facing difficulties in Congress.
- 2) **Labor:** Constituencies, including construction, transit and rail unions, with a stake in the transit, highway and Amtrak investment proposed. This is planned to be a joint strategy session with AFL-CIO Transportation Trades and Building Trades legislative representatives to discuss how to assure that four key labor priorities fare well in Congress: job creation, labor protection, impacts in other industries and job training.
- 3) **Women, Civil Rights and Minorities:** Groups with a stake in the Disadvantaged Business Enterprise (DBE) program need to be educated about the major resources the President's \$175 billion proposal makes available. Federal transportation construction investment is the largest source of DBE program opportunities.
- 4) **Urban:** This would focus on constituencies with a stake in the community-building potential of NEXTEA for Empowerment Zones and Enterprise Communities, Brownfields, sustainable development, urban infrastructure investment, improved transit and livable communities. (Houston Mayor Bob Lanier, Chairman of the Rebuild America Coalition, has expressed interest to Secretary Slater in being invited to participate in such a briefing.)

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages - 3

To <u>Dorothy Robyn</u>	From <u>John Horsley</u>
Dept./Agency	Phone # <u>202-366-4563</u>

DOT staff, working together with Dorothy Robyn in the NEC (456-2801), Lynn Cutler in the Office of Intergovernmental Affairs (456-2896) and Richard Hayes in the Office of Public Liaison (456-5074) are beginning the preliminary planning for these events, with the first, dealing with environmental and urban constituencies, beginning in May. In order to make it possible for principals, most of whom live outside of Washington, D.C., to make plans to attend, the maximum lead time we can work out for these events would be helpful. A list of potential dates and lead staff assignments is indicated below:

Each of these events would take place in OEOB Room 450. The participation of the President or Vice President is strongly urged wherever possible. Director of Public Liaison, Maria Echaveste, would be asked to be the convener for these briefings. White House Legislative Affairs staff will also be asked to participate.

1. Environment/CMAQ:

Date: May 7, 10-12 A.M. Roosevelt Room
Presenters: Vice President Gore (invited)
CEQ Chair McGinty
EPA Administrator Browner
FHWA Acting Administrator Garvey
Lead Staff: DOT - Janno Lieber, Transportation Policy (366-4450)
John Horsley, Governmental Affairs (366-4563)
CEQ - Linda Lance
EPA - Rob Wolcott

2. Labor:

Date: May 9, 1-2:30 P.M., Room 180, OEOB
Presenters: NEC Director Sperling
DOT Assistant Secretary Palmer
Labor Assistant Secretary Anderson
Lead Staff: DOT - Steve Palmer, Governmental Affairs (366-4573)
Janno Lieber, Transportation Policy (366-4450)
DOL - Jennifer O'Connor, Michael Wilson (219-6191)
Office of Public Liaison - Richard Hayes

3. Women, Civil Rights and Minority Groups:

Target Date: Late May (in conjunction with the release of DBE Supplemental Notice of Proposed Rulemaking, which is expected to be out within 30 days.)
Presenters: NEC Director Sperling
DOT Secretary Slater
DOJ Office of Associate Attorney General
Lead Staff: DOT - General Counsel Nancy McFadden (366-4702)
Janno Lieber, Transportation Policy (366-4450)
Office of Public Liaison - Richard Hayes

4. Urban:

Target Date: June
Presenters: NEC Director Sperling
DOT Secretary Slater
HUD Secretary Cuomo
Houston Mayor Lanier
Lead Staff: DOT - John Horsley, Governmental Affairs, (366-4563)
Office of Public Liaison - Richard Hayes
Office of Intergovernmental Affairs - Lynn Cutler
HUD - Michael Freedberg.

Once we receive your approval, we will proceed to implement the plan outlined above.

-#-

cc: Marcia Hale, Intergovernmental Affairs
Kathleen McGinry, Council on Environmental Quality
Maria Echaveste, Public Liaison
John Hilley, Legislative Affairs
Bruce Reed, Domestic Policy Council

NEXTEA II

3-24-97

- DOT - ~~XXL~~ Coord. Council

W-to-W: \$100M can be used for

- planning \$

- K

- operating

- open to applications to State; local govt's, MPOs, priv-non-T

req's:

- demo. of underlying stg. for ~~a~~ achieving goal

- recursive process

So we're looking to bring ~~a~~ over in W-to-W Community

- initially, as pilot

Coord. w/ ~~XXL~~

50% match - same as old operating ^{assistance} ~~Chapman~~ match

But there are lots of work that's been done

- you need incentives to bring people to table

- we can provide tech. assistance

This offers ^{trans.} operators more opp's for ECA's
at scale

- Fits w/ para transit / flexible transit

Can ^{the} ~~be~~ ^{be} coordinated? 

- In rural areas, this could make a huge diff

* { Concern among mayors/co's that welfare is
offloading from fed: state to local

{ & this will have support of mayors

can be used for

- Planning

- Day care type facilities

- etc.

HHF \$5 can be used for match:

{ M/cad reimbursements

Head Start

Agency

Jobs

Training

we've
Strong new^{ed} provisions that allow fed-aid h/way
\$s for apprenticeships & training

- very flexible - up to .5 % of highway \$s
- OTT in construction
- also used for tech. apprenticeships

• States haven't used b/c grps haven't
been organized

• 3 states have used it w/ W's groups

• projection of ^{shortage of} skilled construction workers

What experience w/ welfare recipients?

Contractors typically provide the training.

Local Hiring Preferences

Fed h/way programs have traditionally prohibited
local hiring prefs

we've made exception for:

- EC/EE residents
- welfare-to-work

#203 = 1 M construction jobs

rule of thumb:

(#1B = 50,000 construction jobs)

(EC/EZ - tax incentives for local hiring)

State can say:

- We'll set goal of 5% people hired from EC-EZs

- Can't, DBE pref's

- This is 1st major legis. on since Adarand

- We're proposing to correct them w.r. what S. Ct. judged to be constitutionally permissible

by clarifying what a DBE is

Cannady ~~has~~ has said he'll oppose this

pref's
training funds
set-aside

DBA } SIBS
13(c) } ~~DBS~~

Sdz. - united - easy to communicate
specific selling pt 2

if we
• draw up stock msg -

① • labor press

② • Leg's Conference - DOT ASST JIC's
(H in speeches)

③ • Briefing of public affairs & Leg's

④ •

needs to call
Hickey → Peggy Taylor

AFL-CIO

- Bilg.

- Trans-Traders

transit

mail

W2Hare
Cru/NO

- They're not energized yet
- They're big - so need to get going

① Hilkey call Peggy Taylor

- even tho ^{we} called, they're upset abt process - how

② John Podesta - T PHS

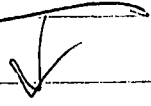
③ Glade mng. w/
Gabezine

④ B. H. Samuel - 1st of K. H. Conf

⑤ Fact sheet for re/papers

⑥ 2 PHS for Swamp sheets

Can't just limit oneself to bldg & coast
hacks



auto workers
machinists

JIT

Hitler & Polster: ^{need} Trump speech
Kon Rabin / PS

Welfare-to-work ~~at 10:00~~ Bruce & Gene: meet w/
staff of Lox, Kasich, Domenici

- state welfare dir's meeting this week
- Coal. to do
 - bus EXEC's
 - bus assn's
 - non-TT (w/ 5 exempting bus. EXEC's as bd.
providing tech. assistance to other
bus's
 - non-TT leaders
 - religious leaders - Natl. Council of Churches
 - S-L officials
 - NGA
 - NACO
 - U.S. Conf. of mayors
- 3B in grants to S-L - place holder
in Admin. budget
- 600M tax credit -

- Blue Dogs - proposal

- Sen. Dism's - "

* - Stump material for out reach to bus.

Bridges to Dark

perception that w.r. is windfall for gov's
Moyers stock w/ expense ~ ~ ~ ~

(1) description of B-to-W - vignettes

(2) fact sheet on NEXTEA

possible event: Challenging states to use train.
to

- B-to-W site
- Challenge gov's to use training \$
- local hiring pref's

Q, Civil rights groups, DBEs

- Briefing

- Fact sheet

- writing 10's

-

Very interested in tech. and - out look
to get \$

Cities

- Conf of Mayors

1st went RS did Delby

• Transit - better than ISTA

• CMAQ - If new NAQS ...

• MPO structure preserved
- gave central cities more power

• Innov. Finance

• Para Transit

Cities are key politically

People are focused on how their state
is affected, pol,

STEP 21

Cities can give God's pause

[Baucus

Loft doing a weird thing
w/ rural areas

— 1 page on urban

— Briefing - Coord. of Mayors
— NL of C2

— individual cities

— Cabinet Affairs - HUD/Cuomo
speaker

— What other mech's?

Kevin ~~Mc~~ ISTEA Renewal
McCarthy.

Conf. of Mayors

NEXTEA

3-27-98

EXTRA

Need good info. / Q;A

1.

- 4 key talking points
- Q;A

2.

document Bs of CMAQ; bigger

3.

on track

Stephanie Carter - EPA public affairs

events

Briefings

- plug Admin. people into outside events

-
-

- Comm's pieces

(nothing helps like having concrete #s

~~Fluctuation of actual data~~

68: Do you start your msg. w

(yes, e.g., ^{Bolney's} today in Calif.

- this is how much Cal has gotten

- we can do that for every state.

Intergovernmental: Lynn Cutler
6-2896

OK

68: Hard to get POTD & truly best - c

I'd rather have us be annoying people than
doing so little

- budget '95 as model

[Conf calls w/ 10-15 mayors, where they can call
in press.]

e.g., Conf call w/ 6 places that have a
great welfare-to-work trans. projects

DOT has ideas on key districts -

68

- We need a step) recognize success
- DOT rollout
- 2nd story on ABL needs
- almost not a glitch

Mart:

- Thanks - gave us momentum we didn't have had
- Chafee f Mary Han
- - extraneous
- House staff will use as template; but key rules
- Momendum has drawn some other ideas off table
 - Gov. Wilson has ~ w/drawn devotion
 - STEP 21 - need 50
 - LOVE - formally w/drawn
 - Mo - compromise
 - TX - cities asking ^{Gov} why are
- EPD field hearings: we'll be at all 5

So - were further along than I'd have thought

Training?

- They're big event is budget res'n
- No/In talking abt early action
 - But won't see
 - Chem. m/ups ^{until} after Mem. Day

Heavys abt

- Towed
- Enviro
- Safety - still to come

Yanking down - still in deep sleep

Labors

• WH briefing

• 12.7 conferences - need to get people on

• state & regional conferences

City labor council mtg

* DOT needs to connect w/ labor officials as they go around country

• State mtg's w/ heads of unions

• In sum, org'd, systematic outreach....

~~Sandra~~
Jennifer O'Co

- getting in on Jerry's radar screen

- having it come from Gene, Hilary & Podesta

- need to sell Sweeney

- Gene - shall I call

- Rodney - mtg's

- ~~work training~~ #

~~strong theme - protest~~

- Welfare to - Work

Stegman

• Bridges to Work

• MPO voting process

• Mayor Rendell: complains he 1 of 37 votes

Mont

• We didn't include 1-man 1-vote - no chance of passing

- We did make it easier to -

Stegman

• Continue speaking to NACo, etc

• We need answers to specific Qs

Ken S.

Shoreline bill 2 yrs.

- we "strongly opposed" with veto threat b/c not

This yr. it's different

- Chapel bill

- will come up b/c ISTEX will be a vehicle that has to move

What's diff in b/line ^{from} ~~from~~ off-budget?

- add H. ^{\$}24B by 2002 (^{7.5} ~~\$4~~B in 2002)

- 4.3 ϕ

(that adds ~ ^{\$}1B in 2002)

Bond-
Chapel

- ~1.5B off baseline

April 3rd Mex:

- 3 CEOs
- Yocich -

Interest in having a wsg. event, in part, so they
can't blame us on it as GCL

Can we roll out safely

-SS

If not by 2003

Soft sanction: 1.5% in 1st yr.

3% " ~~at~~ thereafter

• Is it a good idea?

• Is anyone comfortable w/ this, or do we need to
add to it?

• If we do this, who else w/d we need to be there?

Next

Big 3 interests are same as ours

• draft report

• E.O.

1. all dept's
- 2.

• legis.

★ Check w/ Intergovernmental on soft sanction

Issue is how to stage it:

Existing air bag safety coalition; they're all
push

NS concerns; Big 3 will feel like shop's

Wash
Plan:

- regional press, etc.

We'll float

Diane R. Montgomery

04/08/97 12:51:42

PM

Record Type: Non-Record

To: adler.ken @ epamail.epa.gov @ inet, camille.mittelholtz @ ost.dot.gov @ inet, Linda Lance/CEQ/EOP
cc: See the distribution list at the bottom of this message
Subject: Summary of NEXTEA Environmental Mtg., 4/2

On Wednesday (4/2), EPA, DOT, CEQ, and OMB staff met to discuss the development of an educational document to communicate the Administration's NEXTEA environmental message. Ken Adler, John Reeder, and Christi Poirier represented EPA. Camille Mittelholtz and Kevin Heanue represented DOT. Linda Lance represented CEQ. Information regarding the next meeting is provided at the end of this e-mail. The following is a summary of the meeting held last Wednesday:

NEXTEA Environmental Message

The message will key off of the President's statement that NEXTEA is the most important environmental bill considered by this Congress. The environmental component will be considered as one of the major objectives of NEXTEA. The message will emphasize that ISTEA was an environmental success and that NEXTEA preserves the environmental programs. The environmental story must convey two distinct messages: one which highlights the key environmental provisions of the proposal to the public and one that develops the best case possible to address the questions raised by the Hill criticizing the environmental programs.

CMAQ

The group recognizes that the CMAQ program is under extreme scrutiny from the Hill; thus, the need for a solid message and supporting data is important. The CMAQ "story" will emphasize the national air quality benefits (versus the more local benefits of other environmental programs, e.g., Enhancements), sustainable transportation, and increased transit flexibility.

CEQ and OMB urged EPA and DOT to provide as much quantifiable benefits data as possible. DOT and EPA raised concerns regarding the data availability and reliability; however, EPA believes it is possible to use State-reported CMAQ data to estimate future potential emission reductions from CMAQ. EPA has begun this analysis and should have a draft for review by the end of this week. EPA is also going to focus on compiling data illustrating cost-effectiveness (dollar per ton of pollution reduced by CMAQ project type) and emissions reductions (type of reductions, total tonnage reduced by past projects). DOT indicated that some analysis was prepared during the development of the bill, and is working to assemble the best information possible on both qualitative and quantitative benefits (e.g., economic impacts, congestion mitigation, transit.) NOTE : Neither DOT nor EPA have committed to specific deliverables at this point. A discussion of specific deliverables will occur at the upcoming meeting.

OMB and CEQ asked EPA and DOT to provide an analysis of the impact of the new ambient air quality standards on CMAQ. EPA will focus on the air quality impact data. DOT will focus on funding impacts (including STP) of inclusion of the new non-attainment areas under CMAQ.

Educational Document

The document would tell the NEXTEA environmental story, but would focus on providing details for CMAQ and Enhancements since these are the areas the Administration cares most about and will likely face the most opposition. Shorter, less in-depth sections would focus on the other

environmental provisions (e.g., recreational trails, scenic byways, etc.) At this point in the development stage, the DOT and EPA were asked to look at all possible environmental program information that may be included; the group will then sift through the information to determine how best to address each environmental piece in the document.

The following section outlines a "strawman" (proposed by EPA and refined by the group) of what the "environmental handbook" would look like. NOTE: This outline is only a starting point and is subject to refinement.

I. NEXTEA Environmental Message

II. Quotes from the President, Slater, and Browner

III. NEXTEA Environmental Provisions

- A. New Provisions
- B. Existing Provisions

This section will highlight all key environmental provisions in NEXTEA.

IV. Environmental Success Stories

- A. CMAQ
- B. Enhancements

DOT is working on pulling together a state-by-state break-out of anecdotal environmental success stories and funding by program.

V. Environmental Indicators/Solutions

- A. Air Quality
 - 1. Emissions Trends
 - 2. VMT Trends
- B. Wetlands
- C. Stormwater

This section would outline potential problematic trends and identify how NEXTEA environmental provisions are a part of the solution.

VI. Questions and Answers (To be provided to internal users only)

Section VI would contain Qs and As for internal use. Suggested Qs and As include NEPA/MIS coordination/streamlining, other environmental "issues" being addressed administratively (e.g., Brownfields and wetlands mitigation), the advantages and disadvantages of environmental technology investment, and the advantages of NEXTEA for rural areas. (These questions were raised during the Senate EPW NEXTEA hearing on the environment.) DOT and EPA are going to brainstorm additional questions.

Outreach

The group agreed that before outreach begins, the materials should be ready and in order. The next step would be to coordinate a meeting with outside stakeholders (e.g., STPP, APTA, USCOM) to brief them on the environmental provisions of the bill. The following step would be to brief Congress, which the WH would coordinate. EPA expressed interest in being included in Hill briefings on NEXTEA. CEQ advised that EPA should accompany DOT in making specific environmental briefings (where appropriate) rather than more generic NEXTEA briefings.

Summary/Follow-up

In summary, CEQ and OMB urged DOT and EPA to produce data to show the benefits of the environmental programs (both past and future), while recognizing that the data available is scarce and/or problematic. DOT and EPA agreed to take the next week to dig for more data to support the various programs, particularly CMAQ. EPA will be working to quantify, as best as possible, the air quality benefits of the CMAQ program. DOT will work to quantify, as best as possible, other benefits of the programs. Both agencies will collect anecdotal information to qualitatively describe ISTEA success stories.

CEQ asked DOT for suggestions on how to simplify the environmental process. DOT has a report which outlines some options already. CEQ is going to follow-up with possible examples to streamline environmental regulations.

The group will meet again on Thursday (4/10) at 3:45 pm in the White House Conference Center (Wilson Room) to assess progress, data analysis, and handbook format and to coordinate next steps. The White House Conference Center is located on Jackson Place (one block east of 17th Street between H Street and Pennsylvania Avenue). EPA will present preliminary projections of tons of emissions expected to be reduced by CMAQ during NEXTEA. No security clearance information is required for entry into the Conference Center.

Message Copied To:

Ananias Blocker III/WHO/EOP
Dorothy Robyn/OPD/EOP
Kenneth L. Schwartz/OMB/EOP
David E. Tornquist/OMB/EOP
David J. Worzala/OMB/EOP
Jonathan C. Ball/OMB/EOP
Mark J. Schwartz/OMB/EOP
Kevin F. Neyland/OMB/EOP
Christopher D. Wolz/OMB/EOP

NEXTEA Interest Groups' 1997 Meetings and Conferences

NGA Transportation Reps	March 24, Hall of States	FHWA, FTA, Budg
National Association of County Engineers	March 24, Birmingham, Alabama	Horsley
American Consulting Engineers Council	April 4, D.C	NEXTEA speaker Requested
Association of Metropolitan Planning Organizations Policy Committee	April 10, D.C.	
APTA Commuter Rail	April 13-16 Dallas	
Central Iowa Regional Transportation Conference	April 14 Des Moines	S-1 Delined Speaker requested
Building Trades National Conference	April 14-16 Washington D.C.	S-1 recommended
California Councils of Government	April Monterey, Ca.	Garvey invited
Council of State Governments Eastern Regional Conference	April 18 D.C.	S-1 requested
Congresswoman Ellen Tausher Bay Area ISTE A Event	April 18 San Ramon, Ca	S-1 invited
National Association of State Budget Directors	April 20 Chicago	Basso
Georgia Association of Counties	April 21 Jekyl Is., Ga.	Horsley
AASHTO Spring Meeting	April 25-29 Des Moines	
APTA Bus Operations, Technology	May 4-7 Miami	
WTS National Conference	May 7-9 Baltimore	

American Consulting Engineers Council Annual Convention	May 11-14 Nashville	Speaker requested
Rebuild America Summit	May 15 Houston	S-1 invited
ITS Annual Meeting	June 2-5 Washington, D.C.	
International Bridge Conference	June 2-5 Pittsbourg	
ITE Annual Meeting	June 3-7 Boston	
National Association of Regional Councils	June 6-10 Charlotte, N.C.	
APTA Rapid Transit Conference	June 8-12	
U.S. Conference of Mayors	June 20-24 San Francisco D.C.	
Western Governors Association	June 22-24 Medora, ND	
Mississippi Valley Annual Meeting AASHTO	July 9-11 Chicago	
National Association of Counties	July 11-15 Baltimore	S-1 recommended
WASHTO Annual Meeting	July 25-31 Sun Valley, Idaho	
National Governors Association	July 27-30 Las VegasP	
National Conference of State Legislators	August 6-10 Philadelphia	
Western Councils of Governments	August California	
Association of Metropolitan Planning Organizations	September 4-7 Saratoga Springs, N.Y.	

SASHTO Annual Meeting

September 12-16
Little Rock

APTA Annual Meeting

September 21-25
Chicago

NEXTEA: LABOR MOVEMENT BRIEFING & OUTREACH

1. Briefing

Briefing at Old Executive Office Building. Presenters to include Dept. Of Transportation and White House staff. Attendees to include public affairs and congressional affairs staff of building trade unions, transportation trade unions, AFL-CIO, and other major unions.

2. Other events

a. Legislative conferences

The Department is gathering a list of the labor union legislative conferences (in Washington D.C. in the next few months) and a list of administration invitees. Each administration speaker should address NEXTEA in the course of his or her presentation.

b. Regional meetings/ events

When Dept. of Transportation officials travel, labor organizations can be invited to pull together audiences for meetings/ round tables/ speeches addressing the bill.

3. High level outreach

a. Meetings between Secretary Slater and union presidents from the building & construction trade unions and the transportation trade unions.

b. Phone calls from John Hilley to Peggy Taylor (AFL-CIO legislative director) and John Podesta to key labor presidents to explain the benefits to labor in the bill, the congressional context, and the need to educate their members.

4. Materials

a. Facts sheet targeted to labor movement (for distribution at briefings/ meetings and to individual unions)

- Jobs created in the bill
- Impacts on key industries
- Protections for workers preserved

b. "Stump speech" -- a few paragraphs which surrogates can insert in speeches. To be given to all Administration members who will address labor movement audiences.

*Strategy/Outreach*AGENDA -- NEXTEA ENVIRONMENTAL PROVISIONS
Meeting Thursday, March 26, 1997

1. Message/Information -- There is general agreement that NEXTEA as an major environmental bill is the appropriate message, and that good material on all environmental provisions is available from DOT on their Website and in materials prepared for POTUS event. Additional information on actual impacts of CMAQ and other environmental provisions in the current ISTEA law is being requested by the Hill and needs to be gathered. Ideally, this information should demonstrate objective results (e.g., air quality improvements for CMAQ) as opposed to anecdotes. This info-gathering should be assigned (EPA has begun work on some of this in response to post-hearing questions from the Hill).

2. Outreach -- Administration outreach meetings with environmental/sustainable development groups; conference of mayors; national league of cities, NACO and NGA as appropriate (need input from intergov on this) should be scheduled to update these groups on bill's status, Administration activities, and other legislative proposals on Hill. Initial meetings should be set up through White House with interested agencies attending. These initial meetings should be at the staff level to exchange information. Later meetings with CEOs, Mayors, etc., may be appropriate.

Agency officials should also include the environmental piece in their relevant speeches and look for opportunities to address the environmental issues. DOT and EPA have agreed to exchange speech text for the speeches already made to ensure they're in sync. The basic message is contained in DOT's briefing materials and that should be generally followed.

3. Hill Update/Visits -- We need an update from agencies/leg affairs on hearings held, hearings upcoming, and legislative proposals by opponents (Baucus bill in particular). Assignments need to be made for preparation of a list of members/staff who should get near-term briefings on the environmental issues in the bill and Administration officials to provide the briefings.

4. Coordination/Info Exchange -- A process should be established to ensure that all Administration offices/agencies working on NEXTEA can receive notice of hearings, legislative proposals, markups, requests for information, etc. OMB circulates most of this for clearance now. Can they be asked to also track hearings scheduled, markups and legislative proposals introduced and circulate to the contact list?

TO DO -- SUMMARY

1. Assign production of objective information about impacts of current ISTEA

environmental provisions. (EPA; consult w/ DOT?)

2. Assign scheduling of informational meetings with Administration, environmental community, state and local officials. (WH public liaison w/ WH intergovernmental affairs, CEQ. EPA, DOT to provide advice about agenda, invitees).
3. Assign preparation of list of near-term Hill briefings and officials to conduct the briefings. (WH, DOT, EPA leg affairs; CEQ -- DOT leg affairs to draft?)
4. Establish process for information exchange within Administration. (OMB)

Diane R. Montgomery 03/26/97 06:25:04
PM

Record Type: Non-Record

To: Dorothy Robyn/OPD/EOP

cc:

Subject: NEXTEA

Before I send this to EPA and DOT, I thought I'd get your reaction. Comments?

----- Forwarded by Diane R. Montgomery/OMB/EOP on 03/26/97 06:25 PM -----

Record Type: Non-Record

To: clare.donelan @ ost.dot.gov @ inet, adler.ken @ epamail.epa.gov @ inet

cc:

bcc:

Subject: NEXTEA

Please forward to Camille Mittelholtz and Mike Savonis:

Per the EPA/DOT/WH office discussion yesterday on what the NEXTEA strategy should be, I think it might be helpful to get EPA and DOT staff together to discuss what sort of information might be useful versus what information is available to defend the NEXTEA environmental programs, particularly CMAQ.

I'm thinking that the goal would be to produce a single "educational" document that could be used by EPA, DOT, WH, and OMB in "outreach" sessions with environmental groups and Congress. For example, DOT could provide information on state-by-state break-outs of CMAQ funding under NEXTEA while EPA could provide data on air quality benefits of ISTEA CMAQ projects. This document would serve as a baseline from which Exec. Branch parties can build upon. I think this might be helpful to ensure that everyone is singing from the same song sheet. If everyone is agreeable, I'd be happy to schedule a meeting here at OMB next week.

Reaction?

*Strategy/Outreach***Welfare to Work Transportation****Welfare to Work Transportation Proposals**

The Administration has proposed two welfare-to-work transportation initiatives:

- NEXTEA includes a six-year, \$600 million grant program to help states, localities, and non-profit organizations develop transportation services to help welfare recipients and other low income workers get to jobs.
- The President's budget includes a \$10 million expansion of HUD's Bridges to Work demonstration project, which connects residents of five cities (Baltimore, Chicago, Denver, Milwaukee, and St. Louis) to suburban jobs and employment-related support services to help keep them in the workforce. The projects, developed by Philadelphia-based Public/Private Ventures, are supported by private foundations as well as HUD and are run by local public-private consortias.

There is at least one proposal in Congress:

- Senator Specter, Santorum, and others plan to introduce a bill which would authorize \$250 million a year for a "reverse commute pilot program" modeled after the Public/Private Ventures program.

Possible Outreach Activities/Events/Executive Actions

There are several types of activities we could consider:

- Administration officials could conduct a briefing for groups concerned about welfare reform to inform them of the Administration's NEXTEA and budget proposals.
- The President could hold a White House meeting to highlight the need for transportation assistance in the welfare-to-work effort. He could promote his proposal and possibly issue executive orders such as one suggested by a consortium of state transportation officials which would require better coordination of existing federal human service transportation programs. Meeting invitees could include:
 - Business, nonprofit, and transportation executives involved in the Baltimore, Chicago, Denver, Milwaukee, and St. Louis Bridges to Work program;
 - National labor and business leaders interested in transportation issues;
 - Bipartisan Congressional sponsors of welfare to work transportation initiatives (i.e., Senators Specter and Santorum);

- Researchers from Public/Private Ventures, who could possibly release a report on the Bridges to Work program. (The organization plans to release a report in the next month or so but since it examines only at the first six months of program operation, it is unlikely to contain news.)
- The President or Administration officials could visit a transportation site in Baltimore, Chicago, Denver, Milwaukee, St. Louis, or elsewhere.

THE WHITE HOUSE
WASHINGTON

Small states in Senate Is.

big " in House

(like when framers wrote the
Constitution

ISTEA Reauthorization Proposals Currently Under Consideration by Congress:

April 2, 1997

Devolution

Abolishes structure of ISTEA, gives all federal gas-tax revenue back to the states

Impact on Enhancements Program

Negative--would eliminate the entire Surface Transportation Program and the Transportation Enhancements Program

Sponsors

Senate: Sen. Connie Mack (R-FL)
House: Rep. John Kasich (R-OH)

Supporters

State of CA Governor Pete Wilson, SC, MI, Ohio DOT

Assessment

Proposal has not yet garnered much support

STEP 21

--HR 674

--S 335

Put forward by a coalition of "donor" states who favor changes in ISTEA's structure and funding formulas

Impact on Enhancements Program

House: Negative--The mandated set-aside would be eliminated and Enhancements would only be an *eligible* (optional) activity
Senate: Positive--Protects Enhancements as a designated program with probably increased funding

However, STEP 21 seeks to eliminate the guiding ideology which has made provisions within ISTEA distinct from previous federal transportation policy such as emphasis on multi-modal systems, planning provisions, and non-highway transportation investments. Therefore, non-traditional transportation projects will suffer if either version of STEP 21 is passed.

Sponsors

House & Senate members from the following states: AL, AZ, AR, FL, GA, IN, KY, LA, MI, MN, MS, NE, NC, OK, SC, TN, TX, VA, WI
As of 2/14/97--
Cosponsors in the House: 82
Cosponsors in the Senate: 23

Supporters

DOTs in FL, AZ, TX as well as from other sponsoring states

Assessment

House Committee staff floating the idea of using STEP 21 as the basis for the House bill

*ISTEA Works

Reauthorizes current ISTEA legislation with a few minor adjustments

Impact on Enhancements Program

Positive--Would retain ISTEA program structure including: the Transportation Enhancements Program, the Surface Transportation Program and CMAQ

Sponsors

Proposal not introduced yet as legislation, but probable sponsors include

	House: Reps. Molinari (R-NY), Gejdenson (D-CT), Rahall (D-WV) & Castle (R-DE)
	Senate: As of this date there are no sponsors, but likely sponsors include Sens. Moynihan (D-NY) and Lieberman (D-CT)
Supporters	Governors from the following states: ME, NH, VT, RI, MA, CT, NY, NJ, PA, WV, MD, IL, CO, WA, OR, MO
Assessment	Of all the current proposals, ISTEA Works is most similar to STPP's reauthorization platform Supported by RTC

***Highway Trust Fund Fairness Act** Maintains structure of current ISTEA legislation but adjusts funding formulas
--HR907

Impact on Enhancements Program	Positive--Enhancements Program would be retained with a mandated set-aside; the Surface Transportation Program and CMAQ would be retained as well
Sponsors	House: Rep. Bob Clement (D-TN); Rep. Mark Sanford (R-SC); Rep. Steve Largent (R-OK) Cosponsors: 45, including Representatives from many Southern states
Assessment	Clarifies that donor/donee state imbalances can be rectified without changing the program structure of ISTEA Supported by RTC

STARS 2000 Maintains structure of current ISTEA legislation but with more focus on the National Highway System, more state flexibility and change in funding formulas

Impact on Enhancements Program	Neutral--the legislation would recommend dedicated funding set-aside for Enhancements, but at a lower level than current ISTEA and not as a separate program.
Sponsors	Senators from the following Western States: MT, WY, ND, SD, ID
Assessment	Not a widely supported proposal, mainly a bargaining chip for participating states to be leveraged in debate over other proposals

***NEXTEA--The National Economic Crossroads Transportation Efficiency Act** Increases funding for Enhancements, STP and CMAQ, Maintains structure of current ISTEA legislation with greater emphasis on safety, the environment, and welfare to work transportation initiatives
Clinton Administration Proposal Supported by RTC
Sponsors Introduced by Chaffee/Moynihan in Congress
For more information contact Laurie Actman, Policy & Planning Associate, Rails-to-Trails Conservancy: 202/974-5121

04/02/97 16:19

202 225 4977

WASHINGTON OFFICE:
3018 RAYBURN BUILDING
WASHINGTON DC 20515
(202) 225-2076

DISTRICT OFFICES:
74 WEST MAIN STREET
NORWICH, CT 06360
(860) 888-0128

84 COURT STREET
MIDDLETOWN, CT 06457
(860) 346-1172



Congress of the United States
House of Representatives
Washington, DC 20515

FACSIMILE MESSAGE

SAM GEJDENSON
20 DISTRICT
CONNECTICUT

COMMITTEE ON
INTERNATIONAL RELATIONS
RANKING MEMBER
SUBCOMMITTEE ON
INTERNATIONAL ECONOMIC
POLICY AND TRADE
SUBCOMMITTEE ON
ASIA AND THE PACIFIC

COMMITTEE ON RESOURCES

SUBCOMMITTEE ON
FOREST, WILDLIFE
AND OCEANS
SUBCOMMITTEE ON
WATER AND POWER RESOURCES

COMMITTEE ON
HOUSE OVERSIGHT

TO: Alan GreenbergFAX NUMBER: 232-2612

PHONE NUMBER: _____

DATE: 4/21/97FROM: Eve Tapper

OFFICE OF CONGRESSMAN SAM GEJDENSON

FAX NUMBER: 202-225-4977

PHONE NUMBER: 202-225-2076

THERE ARE 3 PAGES, INCLUDING THE COVER
PAGE

MESSAGE: This is a list of the Members
who have agreed to sign the letter as of
today, but the letter hasn't been sent yet.

Congress of the United States
Washington, DC 20515

March, 1997

Congressman Bud Shuster
Chairman
Committee on Transportation and Infrastructure
2165 Rayburn HOB
Washington, DC 20515

Dear Mr. Chairman:

We strongly support the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) without significant change to the current program. ISTEA works, and major adjustments are not necessary.

Passage of ISTEA in 1991 unveiled a new era in transportation funding by establishing a critical balance between meeting national policy objectives and providing states and local governments with the flexibility to focus resources to local and regional needs. Establishment of the six core ISTEA programs -- Interstate Maintenance, National Highway System, Bridge, Congestion Mitigation and Air Quality (CMAQ), the transit program, and the Surface Transportation Program (STP) -- specifically addresses a national purpose, while the flexibility provided among these categories gives states and local governments the ability to shift resources to the highest priorities in a given state or region.

A balanced and sound national transportation investment policy is critical for our nation's economy. Therefore, ISTEA reauthorization must maintain the focus on national priorities, the new approach to intermodalism, the requirements for local government and public involvement, and the distinct link to environmental concerns. Shared responsibility for a national system is needed for supporting mobility, connectivity, uniformity, integrity, safety and research.

We all believe that the program must be adequately funded. Throughout this debate, each of us will work to insure that our states and localities receive a sufficient funding level for ISTEA. The critical point, however, is that this debate should focus on the fundamental need for a strong and integrated national transportation system which serves the needs of our states, cities, and counties.

With this in mind, we urge you to preserve the critical elements of the current ISTEA program as Congress works toward our mutual goal of reauthorizing the surface transportation program.

Sincerely,

ISTEA WORKS LETTER (as of 4/2/97)

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Susan Molinari (NY)
Nick Rahall (WV)
Michael Castle (DE)
Michael Doyle (PA)
Michael McNulty (NY)
Paul McHale (PA)
Jose Serrano (NY)
Tim Holden (PA)
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Barbara Kennelly (CT)
Steven Rothman (NJ)
Christopher Shays (CT)
Patrick Kennedy (RI)
Frank Mascara (PA)
Rosa DeLauro (CT)
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Peter King (NY)
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Thomas Manton (NY)
Jim McGovern (MA)
Lane Evans (IL)
Nancy Johnson (CT)
Earl Blumenauer (OR)
Wayne Gilchrest (MD)
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Charles Schumer (NY)
John Tierney (MA)
Gerald Solomon (NY)
Jerold Nadler (NY)
Maurice Hinchey (NY)
Robert Matsui (CA)

Bob Weygand (RI)
Darlene Hooley (OR)
Ed Markey (MA)
Rob Andrews (NJ)
Albert Wynn (MD)
John LaFalce (NY)
Sue Kelly (NY)
Eliot Engel (NY)
Jim Walsh (NY)
Arno Houghton (NY)
Bob Franks (NJ)
Robert Menendez (NJ)
Bill Pascrell (NJ)
Marge Roukema (NJ)
Christopher Smith (NJ)
Vic Fazio (CA)
Barney Frank (MA)
John Oliver (MA)
Joseph Moakley (MA)
Sam Farr (CA)
Ben Cardin (MD)
Ron Dellums (CA)
Ben Gilman (NY)
Carolyn McCarthy (NY)
Nydia M. Velazquez (NY)
Steny Hoyer (MD)
Marty Meehan (MA)
Anna Eshoo (CA)
Louise Slaughter (NY)
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04/02/97 16:19

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House of Representatives
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SAM GEJDENSON
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PHONE NUMBER: _____

DATE: 4/21/97FROM: Eve Tapper

OFFICE OF CONGRESSMAN SAM GEJDENSON

FAX NUMBER: 202-225-4977

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John Baldacci (ME)
Tom Allen (ME)



STATE OF CONNECTICUT
WASHINGTON OFFICE
444 NORTH CAPITOL STREET, SUITE 317
WASHINGTON, D.C.
20001

JOHN G. ROWLAND
GOVERNOR

FAX COVER SHEET

DATE: 4/1

TO: See below

PHONE: _____

OFFICE: _____

FAX: _____

FROM: Ruth Ravitz, Director, Washington Office
Phone: 202/347-4535 Fax: 202/347-7151

Hank Dittmar/Roy Kienitz - STPP	466-2247
Kevin McCarty - USCM	293-2352
Bob Fogel - NACO	393-2630
Bill Millar - ADTA	898-4070
Laurie Saroff - NLC	626-3043

Please make more calls & report
any progress. Thanks,

Number of Pages + Cover Sheet 2

[Signature]

ISTEA WORKS

Governors in Support of ISTEA
April 1, 1997

MEMORANDUM

To: ISTEA Works Coalition and Friends
From: Ruth Ravitz
Subject: House "Dear Colleague" Letter

At this point, we are way below the goal of 150 signers on the "Dear Colleague" letter circulated by Reps. Molinari, Gejdenson, Castle, and Rahall. The effort must be stepped up when the Members return next week.

There will be a meeting of the T&I Committee Members from the 17 coalition states on April 9 at 10:30 in 210 Cannon. Please call these Members and encourage their attendance. T&I Members will be given a list of the names of other Members from our states that should be asked to sign the letter.

While the Coalition has not taken a position on the Moynihan, Lautenberg, Lieberman bill, many of our states are encouraging their Senators to cosponsor the bill. The bill will be introduced on April 10.

The following is the report of progress of the 17 states. I don't have gold stars to hand out to those who have 100% participation, so those states are in italics:

Colorado None of the 6 Members of the delegation have signed.
Need: DeGette, Skaggs, McInnis, Schaffer, Hefley, Schafer.
Neither Senator is on the bill.

Connecticut *All 6 Members of the delegation have signed.*
Both Senators are on the bill.

Delaware *The only Member of the delegation has signed.*
Both Senators will cosponsor.

Illinois Only one (Evans) of the 20 Member delegation has signed.
Both Senators will cosponsor.

Massachusetts All but two of the 10 Member delegation have signed.
Need: Kennedy, Delahunt
Both Senators will cosponsor the bill.

Maryland

*All of the eight Member delegation will sign the letter.
The Senators will not be cosponsoring.*

Maine

*One of the two House Members have signed the letter.
Need: Baldacci
Both Senators will cosponsor the bill.*

New Hampshire

*Neither of the House Members have signed the letter.
Need: Sununu, Bass
Senators have not yet cosponsored.*

New Jersey

*Ten of the thirteen House Members have signed the letter.
Need: Pallone, Pappas, Payne
Both Senators will cosponsor.*

New York

*Twenty-two of the 31 Members have signed.
Need: Forbes, Ackerman, Nadler, Towns, Owens, Maloney,
Rangel, Solomon, Paxon.
Both Senators will cosponsor.*

Oregon

*Only two of the 5 Members have signed.
Need: Furse, Smith, DeFazio
The Senators have not yet committed to cosponsoring.*

Pennsylvania

*Only five of the 21 Members have signed.
The five are: Holden, McHale, Doyle, Mascara, English
The Senators have not yet committed to cosponsoring.*

Puerto Rico

Rep. Romero-Barcelo has not yet signed.

Rhode Island

*Both House members have signed
Both Senators will cosponsor.*

Vermont

*The only House Member has signed the letter.
Both Senators will cosponsor.*

Washington

*No member of the House delegation has yet signed the letter.
No word from the Senators yet.*

West Virginia

*Two of the 3 House Members signed the letter.
Need: Rep. Mollohan.
No commitments from the Senators yet.*

*Members of the California delegation have signed the letter: Reps. Matsui, Eshoo,
Dellums, and Fazio.*



Show Congress Update

April, 1997

Summary: The ISTEA reauthorization debate began in earnest in March with the release of the Clinton administration's NEXTEA proposal as the end note to a flurry of legislation introduced or proposed by various Congress members. As a result, we are better able to determine strategy for key states in ISTEA reauthorization, making March a busy and productive month for the *Show Congress* Campaign.

Confirmed

New Events:

April 1	Rep. Vernon Ahlers (R-3rd)	Michigan
April 4	Rep. James Barcia (D-5th)	Michigan
April 20	Sen. John Chafee (R)	Providence, RI
May 25	Rep. Thomas Petri (R-6th)	Wisconsin
May 28	Rep. Bud Shuster (R-9th)	Central Pennsylvania
May 28	Rep. Robert Borski (D-3rd)	Philadelphia
	Rep. John Fox (R-13th)	
June 7	Rep. Scott Klug (R-2nd)	Madison, WI <i>tentative</i>

New Activity:

Wisconsin RTC has contracted Gary Werner, Chairman of the Partnership for the National Trails System, to organize events for Jay Johnson (D-8th), Scott Klug (R-2nd) and David Obey (D-7th). He already organized an event last summer for Tom Petri (R-6th), and may be doing another one.

New York RTC, The Parks Council, and the New York Parks and Conservation Association co-hosted an organizing meeting in Manhattan for New York state *Show Congress* events. As a result, plans are now underway for an event at Grand Central Station for New York City Representatives Susan Molinari (R-13th), Jerrold Nadler (D-8th) and Sen. Daniel Moynihan. Events are also being planned in the upstate districts of Representatives Sue Kelly (R-19th), Sherwood Boehlert (R-23rd) and Jack Quinn (R-30th). In addition, Scenic Hudson and the Mayor of Croton-on-Hudson are working with Rep. Sue Kelly's staff to send a sign-on letter from the New York delegation to Rep. Bud Shuster supporting enhancements as a mandatory set-aside.

California RTC's field office in San Francisco is working to secure firm commitments for events from Sen. Barbara Boxer, Rep. George Miller (D-7th), Rep. Ellen Tauscher (D-10th), Rep. Frank Riggs (R-1st) and Rep. Juanita Millender-McDonald (D-37th). Last fall, events were held for Representatives Steve Horn (R-38th) and Bob Filner (D-50th).

Show Congress Events Needing Organizers

April 3, 1997

<u>State</u>	<u>Member of Congress</u>	<u>Event Organizer</u>	<u>Date of Event</u>	<u>Phone</u>
AK	Rep. Don Young (R-at large)			
AR	Sen. Tim Hutchinson (R)			
AR	Rep. Asa Hutchinson (R-3rd)			
AL	Rep. Spencer Bachus (R-6th)			
AL	Sen. Jeff Sessions (R)			
CT	Sen. Joseph Lieberman (D)			
IA	Rep. Leonard Boswell (D-3rd)			
IN	Rep. Ed Pease (R-7th)			
LA	Rep. Richard Baker (R-6th)			
LA	Rep. John Cooksey (R-5th)			
MA	Rep. Jim McGovern (D-3rd)			
MD	Rep. Wayne Gilchrest (R-1st)			
MD	Rep. Elijah Cummings (D-7th)			
MO	Sen. Christopher Bond (R)			
MO	Rep. Roy Blunt (R-7th)			
MO	Rep. JoAnn Emerson (R-8th)			
MO	Rep. Pat Danner (D-6th)			
MS	Rep. Charles Pickering (R-3rd)			
MS	Rep. Gene Taylor (D-5th)			
NC	Rep. Howard Coble (R-6th)			
NH	Sen. Bob Smith (R)			
NH	Rep. Charles Bass (R-2nd)			
NV	Sen. Harry Reid (D)			
OK	Sen. James Inhofe (R)			

OR	Rep. Peter DeFazio (D-4th)
OR	Sen. Ron Wyden (D)
SC	Rep. James Clyburn (D-6th)
SD	Rep. John Thune (R-1st)
TX	Rep. Kay Granger (R-12)
TX	Rep. Eddie-Bernice Johnson (D-30th)
TX	Rep. Max Sandlin (D-1st)
UT	Rep. Merrill Cook (R-2nd)
VA	Rep. Herbert Bateman (R-1st)
WV	Rep. Nick Joe Rahall (D-3rd)
WV	Rep. Bob Wise (D-2nd)
WV	Sen. Robert Byrd (D)

CLEAN AIR TODAY

A Daily News Summary Covering Mobile Emissions and Other Air Quality Issues

LEGISLATIVE & POLITICAL REPORT

Some Vehicles Could Be Exempt From Smog Check

If California decides to change the focus of its Smog Check program to identify and test only vehicles deemed most likely to fail, millions of new vehicles could be exempted until they are five years old, while causing virtually no increase in air pollution.

That's the recommendation by the Inspection and Maintenance Review Committee, an independent panel appointed by Governor Pete Wilson and the state legislature to study the state's Smog Check program and recommend improvements that would make it more convenient for the state's 20 million motorists while still reaching California's air quality goals.

"Our challenge is to identify and repair the small percentage of high-emitting cars and trucks that cause the majority of vehicle emissions, and to do it in the most customer-friendly, fair and responsible manner," said Lynn Scarlett, social scientist and environmentalist who chaired the 13-seat committee. She added that the group sought to balance the air quality benefits of specific program elements with fairness, cost and consumer convenience.

Last week at a public hearing, the blue-ribbon panel urged the Wilson administration and legislature to adopt several recommendations passed by the panel.

In recommending that new vehicles be exempt for the first five years, the committee noted that more than 99 percent of vehicles meet Smog Check standards during their first five years of operation.

The committee also recommended that the state use emerging technologies to identify specific vehicles that have a high probability of failing a Smog Check. For example, on-road emissions-reading equipment called Remote Sensing Devices, or "smog cams," could be used to identify and notify those polluters.

The committee said the state should move forward as quickly as possible with plans to introduce the dynamometer test, a treadmill-like device that simulates real driving conditions. Further, the soon-to-be-introduced "Gold Shield" program, which identifies California Repair Stations that guarantee their repairs, should be expanded the committee recommended.

The next step is to address questions of how to lessen the burden of Smog Check requirements on low-income drivers. Contact: Lynn Scarlett, phone 310-391-2245 or Norm Covell, phone 916-386-6669.

(CA BUREAU OF AUTOMOTIVE REPAIR: 3/31)

REGULATORY REPORT

AAA Says EPA Should Delay New Ozone Rule

The American Automobile Association (AAA) earlier this week attempted to convince the Environmental Protection

Agency (EPA) that it should delay the implementation of its proposed ozone standard.

"AAA is concerned that some cities might require unprecedented and unwarranted restrictions on motorists to meet the new ozone standard -- even though EPA's own data show cars, pickups and vans account for less than a third of urban ozone emissions," said Susan Pikrallidas, AAA managing director for government affairs.

"There is no court-ordered deadline to impose a new ozone standard. There is no broad agreement on the scientific basis, expected costs or cost-benefit ratios to ensure public support. Given these facts, why must EPA impose this rule now?" Pikrallidas questioned.

AAA suggested that EPA take several measures before finalizing the ozone proposal, including submitting the standard to a non-partisan scientists at the National Academy of Sciences, decoupling the ozone and particulate issues, identifying strategies to lower emissions from various sources, and providing Congress with a list of changes to the Clean Air Act that would enable the EPA and courts to enforce the new standard.

Contact: Bill Jackman, AAA, phone 202-942-2050.
(BUSINESS WIRE: 3/31)

SCIENCE & TECHNOLOGY REPORT

New PA Emissions Test Demonstrated

The Pennsylvania Department of Transportation (PennDOT) demonstrated equipment to be used in the state's new decentralized emissions inspection program last week at a service station in Pittsburgh. Six stations, including Bastone Auto Service where the demonstration was carried out, are participating in a pilot project aimed at educating the public on the equipment and procedures that will be featured in the new emissions testing program.

State transportation secretary Bradley Mallory was joined at the demonstration by Bastone Auto Service partner Jim Bastone and John Haver, vice president for public affairs for the West Pennsylvania/West Virginia AAA (West Penn AAA).

"Private businesses and consumer advocates like Bastone Auto Service and West Penn AAA have helped PennDOT put together a decentralized emissions program that is customer-focused and customized for Pennsylvania," said Mallory. "This is a clear example of how government is working with the private sector to meet the needs of Pennsylvania's motorists."

The new emissions testing program will be required annually of motorists, and will be implemented in Allegheny, Beaver, Bucks, Chester, Delaware, Montgomery, Philadelphia, Washington and Westmoreland counties this October. Other counties will be required to institute the test in 1999. Contact: PennDOT, phone 717-787-5299.

(PENNDOT RELEASE: 3/31)

ISTEA REAUTHORIZATION COALITIONS

ISTEA WORKS

<u>STATE</u>	<u>COMMITTEE MEMBERS</u>	<u>FULL HOUSE</u>
Colorado	0	6
Connecticut	0	6
Delaware	0	1
District of Columbia	1	-
Illinois	5	20
Maine	0	2
Maryland	2	8
Massachusetts	1	10
New Hampshire	1	2
New Jersey	4	13
New York	5	31
Oregon	2	5
Pennsylvania	5	21
Puerto Rico	0	-
Rhode Island	0	2
Vermont	0	1
Washington	1	9
West Virginia	2	3
Subtotal (16 States+DC & PR)	29 on T&I Committee	140

SUPPORT ISTEA, BUT NOT IN ISTEA WORKS COALITION

<u>STATE</u>	<u>COMMITTEE MEMBERS</u>	<u>FULL HOUSE</u>
California	6	52
Minnesota*	1	8
Missouri	3	9
Subtotal (3 states)	10	69

*State has joined STEP-21, but Representative Oberstar supports ISTEA

TOTAL ISTEA SUPPORTERS	39	209
-----------------------------------	-----------	------------

STAP Coalition
4/4/97

ISTEX Weeks

Sen. hearing - NY - Mon. morning ^{end to} (last Sen. field hearing)

Gow's Whitman

ed

John Davis
Mayor Galvin

MTA

Port Auth.

ISTEX Weeks?

press Conference

not ready for prime time!

Key - make your supporters look strong

Tri-state transit coalition - NY, NJ & Conn

(threatening to
~~withdraw~~ w/hold support out of frustration)
state DOTs

Goal - unified msg. - stand behind ~~the~~ ISTEA works Sen's
send ~~the~~ signal to Wacker

will hope to have some plan bi-state coal. of mayors

X - N/ east not a problem

Biggest problem

ISTEA

negotiation in
Tom Petri - Seattle

Gov. of Wash - signed onto ISTEA works ^{not} (take Warren (H.))

Person will talk to Paddy Murray & Shale Gorker

Press concept is there -

trying to get Penn. Sen's (problem is Shale (H.))

They want cover from Pa gov., but
he won't give them a lot.

Boyer } to get them, need NY calls?
Wyden }

Specimen bill - transit -
- not yet introduced

P

Boyer -

Rob Alexander - lead staffer

(he set us up w/ jr. staffer
he's unhappy w/ Ench's 102. & Goules (why?)
reluctantly agreed to mtg. Mon. a.m. (11:30)

Lack of an L.A. presence is hurting us w/ Boyer; Feinstein

Oregon - Grace working full time on state legis.
- we'll continue to work w/ Wyden.

W. Va - Boyd solidified his resolve that anything
he supports must have year. of SRC pending
of \$X B

(Adrian, had \$? B; Warner wants D.)

- So, they've given up on Boyd

only possibilities
Sun - Penn; Wash.

ISTEA Wash force
Calif ~~contribution~~ - (Joy Kim?)

- 49 House Members (all except Campbell)
Reuss, Cox?

- ^{said} They'll fall on their own side (CMAQ)

- Some ^{but not most} members support block grants

step 2 is risky;

- As long as they get 95%, they're happy

- Lh.:

Kim's stuff looking for credit

- facts

- re/it's

Finer

USFTA Corridor -

- w/in 60 mts. of border

Molnar's Nk:

- De Lh.

- her stuff drafting bill w/ Magnan, w/ state
level-of-effort Letter that helps Minn.

Problem in way they got out of box on 1/2 - running out of steam

- need to get Members from South
(others see 1/2 as N/2 and dance studies)

① 10 people on HR 907 who could be Signatories

② Get list of people who've told us they support ISTE programs
e.g., Gingrich

But ~~even~~ only 4-5 ^{HR} 907 supporters are on T.I.I.
(yes - but they keep votes.)

Need to make case to Kim & Clement?

John Horsley:

Focus:

- States w/
- " w/ strong local officials that support ITEX
- swing states

2 Secretarial travel schedule

Wash - ⁽¹⁾ Seattle event on April 14
- will try to get Murray & Gordon

April:

MO in NY for hearing

N/East tour

17-21: State in MD & NH, working every step on I-95 corridor; State to testify in Providence on 21st

[Md. is key - laying back over insdg. and t.]

[need Smith in NH]

(22-23: ⁽²⁾ W. Va trip)

(later: ⁽³⁾ Calif. trip)

May: 4 hits:

- TX (May 2 - Ft. Worth - Grainger & Johnson)

-

-

-

If you have target areas/Members (e.g., have Clement
w/ MD ^{on way} at event)

[Grainger is key]

[There is money up STEP 21 states w/ transit requests
exp. new starts]

JH: DOT team will be in field doing full coast press for
next 2-3 mos.

- we need suggestions for events - ^{S.F.} TE sites are
natural

- If you have events we can participate in. -

[Arch-]

Bob M. Oshy - Will you encourage us & endorse the
President's Bill

<sup>over
train</sup>
WT 5 - Baltimore, May 8

Michael Huerta - new COJ

Jerry Malone - g.c. in FNA - dep. COJ

THE WHITE HOUSE
WASHINGTON

NPR 1-800-959-4228

Park people / BIA

Fox tree
phone "

Michael F - 708-1283

THE WHITE HOUSE
WASHINGTON

Focus until May - Budget
Comm.



● **Richard L. Hayes**

03/26/97 10:10:36 AM

Record Type: Record

To: Dorothy Robyn/OPD/EOP

cc:

Subject: NEXTEA

Dorothy, I was not able to make it your meeting the other day, but wanted to follow-up about plans for additional briefings. Maria plans to bring this up at the Gene's principles meeting tomorrow. Did you decide upon a definite date for the follow-up briefing? Who is developing the additional briefing materials? What was decided about the welfare to work event? What do you want OPL to do. At a minimum, we need to be able to invite a number of our groups to the follow-up briefing.
Richard

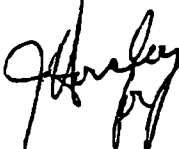
**U.S. Department of
Transportation**Office of the Secretary
of Transportation

Assistant Secretary

400 Seventh St., S.W.
Washington, D.C. 20590

March 20, 1997

MEMORANDUM FOR: Marcia Hale
Assistant to the President for
Intergovernmental Affairs

FROM:  Steven O. Palmer
Assistant Secretary for Governmental Affairs

SUBJECT: U.S. DOT Outreach to Public Interest Groups on
ISTEA Reauthorization

U.S. DOT has made a concerted effort to reach out to Public Interest Groups during the development of our proposal for the Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization and to enlist their support for the President's National Economic Crossroads Transportation Efficiency Act (NEXTEA) proposal now that it has been finalized. Attached is a copy of the report entitled, "How to Keep America Moving," which documented the results of the 13 Regional Forums and over 100 focus groups we conducted on ISTEA reauthorization. One Governor, several Mayors, County Executives, State Legislators and City Councilmembers participated. Among them were Governor Almond, Mayors Dacey, Campbell, and Rendell and County Executives McNamara, Janiszewski, and Villines.

Also attached is a draft calendar of meetings of ISTEA stakeholders we may have a DOT representative address.

Summary of 1997 Outreach to Public Interest Groups:

NGA: Because Secretary Rodney Slater had not yet been confirmed, we were not able to hold the luncheon requested with the National Governors' Association's (NGA) ISTEA Reauthorization Task Force February 4. Deputy Assistant Secretary for Governmental Affairs John Horsley covered the NGA Transportation Committee Meeting February 2. Federal Highway Administrator (FHWA) Slater met with Governor Paul Patton, February 5 on ISTEA, staffed by Horsley. Deputy Assistant Secretary for Budget and Programs Jack Basso and Horsley briefed NGA Transportation Reps. on ISTEA and Budget February 12. On March 17, Acting Federal Highway Administrator Jane Garvey and DAS Basso briefed NGA Washington Reps. on NEXTEA proposal.

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL# of pages **5**

To Dorothy Robyn	From John Horsley
Dupl./Agency	Phone # 202-366-4563
Fax # 111 111 111	Fax # 111 111 111

USCM: December. Assistant Secretary Palmer and Secretary Peña attended POTUS meeting with 12 Mayors. FHWA Administrator Slater and Secretary Peña spoke at 5th Anniversary party for ISTEA at Union Station. Deputy Secretary Mortimer Downey staffed by Horsley, met with three Mayors prior to their meeting with OMB on ISTEA. January 18, Garvey of FHWA with Horsley, briefed the United States Conference of Mayors' Conference on ISTEA. February 22, Secretary Slater with Horsley met with the Mayors' Leadership Conference in Key West, Florida. On March 14, Secretary Slater and Mayor Daley held a press event on NEXTEA in Chicago.

NACo: March 1, Garvey of FHWA, with Horsley, addressed the Transportation Steering Committee. March 2, Horsley spoke to the County Executives on ISTEA. March 3, in presentation to the National Association of Counties on ISTEA, Horsley filled in for Secretary Slater who remained in Arkansas because of the storm disaster.

NLC: March 10, Secretary Slater spoke to Convention. March 12, NLC leadership joined POTUS for NEXTEA announcement. (March 6: Horsley spoke to the California League of Cities/Association of Counties Public Works Directors on ISTEA in Monterey.)

NCSL: March 6, Secretary Slater spoke to Convention.

We also work closely with two other organizations which involve city and county elected officials: the Association of Metropolitan Planning Organizations (A sub-committee of the National Association of Regional Councils) and the American Public Transit Association. The Secretary spoke to APTA March 10 and made a courtesy appearance at NARC February 8.

Two coalitions involving PIGs are key Administration allies in the NEXTEA debate. We have worked closely with the **Alliance for ISTEA Renewal**, which includes USCM, NACo, NLC, AMPO, APTA, the Surface Transportation Policy Project (a coalition of environmental organizations) and others. The second group, **ISTEA Works**, is made up of the 16 Governors who have signed a joint letter urging that ISTEA II be based on the current program. Their position is very close to our own. Their members consist of the Northeast Governors plus the Governors of Illinois, Colorado, Oregon and Washington. Southern mayors may also prove to be strategic allies. While Southern Governors who represent "donor states" support the STEP 21 proposal, their mayors prefer NEXTEA because it preserves CMAQ, STP and a decisionmaking structure more favorable to cities.

-#-

Attachments

NEXTEA Interest Groups' 1997 Meetings and Conferences

NGA Transportation Reps	March 24, Hall of States	FHWA, FTA, Budg
National Association of County Engineers	March 24, Birmingham, Alabama	Horsley
American Consulting Engineers Council	April 4, D.C	NEXTEA speaker Requested
Association of Metropolitan Planning Organizations Policy Committee	April 10, D.C.	
APTA Communter Rail	April 13-16 Dallas	
Central Iowa Regional Transportation Conference	April 14 Des Moines	S-1 Deline Speaker requested
Building Trades National Conference	April 14-16 Washington D.C.	S-1 recommended
California Councils of Government	April Monterey, Ca.	Garvey invited
Council of State Governments Eastern Regional Conference	April 18 D.C.	S-1 requested
Congresswoman Ellen Tausher Bay Area ISTEA Event	April 18 San Ramon, Ca	S-1 invited
National Association of State Budget Directors	April 20 Chicago	Basso
Georgia Association of Counties	April 21 Jekyl Is., Ga.	Horsley
AASHTO Spring Meeting	April 25-29 Des Moines	
APTA Bus Operations, Technology	May 4-7 Miami	
WTS National Conference	May 7-9 Baltimore	

American Consulting Engineers Council Annual Convention	May 11-14 Nashville	Speaker requested
Rebuild America Summit	May 15 Houston	S-1 invited
ITS Annual Meeting	June 2-5 Washington, D.C.	
International Bridge Conference	June 2-5 Pittsburg	
ITE Annual Meeting	June 3-7 Boston	
National Association of Regional Councils	June 6-10 Charlotte, N.C.	
APTA Rapid Transit Conference	June 8-12	
U.S. Conference of Mayors	June 20-24 San Francisco D.C.	
Western Governors Association	June 22-24 Medora, ND	
Mississippi Valley Annual Meeting AASHTO	July 9-11 Chicago	
National Association of Counties	July 11-15 Baltimore	S-1 recommended
WASHTO Annual Meeting	July 25-31 Sun Valley, Idaho	
National Governors Association	July 27-30 Las VegasP	
National Conference of State Legislators	August 6-10 Philadelphia	
Western Councils of Governments	August California	
Association of Metropolitan Planning Organizations	September 4-7 Saratoga Springs, N.Y.	

SASHTO Annual Meeting

September 12-16
Little Rock

APTA Annual Meeting

September 21-25
Chicago

NEXTEA

Linda Lauer, et al

3-25-97

Ken:

There are ~~Members~~

Big part of our pitch:

- This is an enviro bill
- Vote against this is an anti-enviro bill

Do we still agree?

James:

Last wk's mtg

- need to get enviro's grounded up

O'Brien:

- we're already in good shape

Ken:

- we may want to wait in holding them back their arms around us

We want to get ^{reach out} word out; but we're sensitive to tactical concerns

~~Ken~~ /

Ken:

Yes - we want to keep enviro's on our left (they did good job of positioning themselves there)

Lots of groups can make case other than enviro's

- STPP
- Conf of mayors
- SFL

[Daley - head of Corp. of Mayors]

Should we sit down w/ those grps

Ken: We've met w/

NGA

NACO

Corp. of Mayors

} prior to call meet

Kevin McCarthy

* NGA has committee of 10 gov'ts working on air quality

- Camille Middleholz

Bancas staff -

- Tough Qs designed to spur enviro's; Admin. to make the case for CMAQ

Janno: Maybe - but Bancas/Kempthorne proposal to benefit western / low density areas - W/D & CMAQ for ~~non~~ non-urban areas

Janno: Arguments to be made that we need a well focused push for CMAQ w/ other members

* Specific argument for RTH mgmt's on enviro. issue

Can EPA give us a sense of kind of Qs

Circle wagons ^{on} map.
Outreach - esp. to S&L

Hill visits

Outreach mtg, w/ enviro grp's in next few
wks.

(They need to hear from us that CMXQ is
going to be under assault; it's at serious
risk)

* } We need central place to exch info on ^{what} ^{agencies} ^{are} ^{doing} ^{are}
outreach

On Thurs - ok

- Hill Visits - assignments

- Outreach mtg's

- Exch of info on outreach being done

- Hill: bills, follow

- CMXQ ~~Bs~~

Environ/gov't outside the STPP Coal. Tim

Ex. Lung Assn.

STPP has their proxy - we can bring them in
as part of STPP coalition

Admin. needs to deal w/ Baucus

Creating an alliance w/ Warner
(STEP 21)

Similar Structure w/ need

Baucus' staff - Lobby

doesn't understand
implications

NH's state DOT is having
strong stand

Baucus came out against CMO
at last hearing

We need to send strong
signal that this is
needed

We want to create
MAD among all parties
to move side in

We have started

Who's going to be our dealmaker

We can get

Magnitan, Lishman, Chaple will intro,
our bill next
- needs-based OK.

- keeps ISTEA structurally intact

- 18-20 sponsors

- we're getting close w/ Feinstein,

- we have 10-12 states;

not enough of a force

to block

Chaple worried enough of Amodeo
on our bill

Magnikan so mad he took
Baucus France Sub Comm.
away

Baucus displaced Magnikan
on EPW

House moving to mark

Schwendler sent to reverse

Situation out of Control

Ray Kiewitz

Majors just beg, & wake up
to fact that that god's all
going to take
COGS

in Rep-dominated Senate
majors are not

BB hasn't heard from ^{from} ~~them~~
majors yet

They're focused on getting
their projects

Hard to take Schuman. Especially
b/c 2/3rd enemies are Gen'l
Order

EPW inf/inf — Critical

EPW

- West / N/East / Calif. alliance
 - that keeps South's under
-
- but now bigger coalition
b/c Do/E didn't want Chofee
to control EPW

One 40 days away from
m/up

Baucus needs to get back
on res.

There's Warner - Chafee history
that's useful

Warner was Chafee's dep in
Navy

responsibility
~~for~~ Chafee ~~was~~ Warner's
for Warner

We can play a constructive
role

My

How do we get ~~of~~ this

Ken Schwabe
3-26-97

Shuster - NK &

^{he}
- will push to floor

^{but he}
- knows they'll have to compromise even though

They could create the spending subj. to ob limits

OMB & CBO agreed -

ISTEA - 1991

OMB assumed that
even programs exempted from ob limits
will be subj to ob limits

1994

Shuster vs Wolf fight

bi-partisan
approp's lost to authorizers

∴ approp's didn't put ob limit on laws

OMB & CBO
got together
= agreed

1996: If ^{proj's are} explicitly exempted ^{from ob limits}, ^{they} it will be scored
against the authorizers

(i.e., auth's will have to
come up w/ offsets)

HR 4-

technically,

approp'z can still put a cap on it in program

It's the incentive to exercise that control
that wld be DQ.

We assume they wld not choose to b/c
WTF wld be off budget.

John Nansley
3/26/97

Alliance for ISTES Renewal

Conf

SIPP

NA Counties

NLC ^{if 128} ~~128~~

several Pub Transit Assn

{ Cities
Counties
Transit Agencies } Working together since Sept.

- made with local

- n/east govt's plus Ill., Cal., Ore & Wash

- Mo. - resolution +

-

$50 \div \$$ Congress!

- STEP 21 - Further States - simplistic approach to getting more \$

- Baerens, Kempthorne -

- our proposal

- devolution

Calif. is looking away

Ganno Lieber
3-8-97

- Credible proposal
- If at table, lay down

- mayors - even in states
- slippage from STEP 21 b/c gov't in lower states are beginning to hear from others

- ENVROS
- Transit
- mayors
- rec. trails
- Enhancements
- Safety

- Follow-up safety bill - Mon. mtg. w/ RS - internal - Joan Claybrook
- truck size & weight -

in solution
in ~~session~~
bill

- .08 BAC - we have adj. ↑ is \$
- safety belts - we have new incentive program

- dissatisfaction w/ safety component

- but input from safety community has been poor - same old stuff

- follow-on bill:

- anti-terrorism

- ↑ penalties on truck drivers

- liabilities for shippers that contribute to violations (by work mod)

So - lots of good stuff but would necessarily get Joan's support

Formulas

- protective of west states
- Illinois
- Wisconsin (Petri)
- Pa
- W Va
- Pac. N/West
- Calif.

bidding war
- esp. from Western states -
- guys for sale ~~for~~ best formula

15th

Wicks

Chaffee

Wicks

Western states

In 1991, Bush not a player

So we wanted to be at the table -

We've always assumed our ability to influence
formulas was low - except by putting formulas
out that had equity factors on both sides

STP - pop-based

You'll never get M's. to ~~not~~ ignore contribution -
factor - even if it is powered from ENVIRO st/pt.

Deadline: Sept 30

Kinda: No bill ^{completed} before expiration

But Lott ^{sent} & line of Ender
about Mon Day

House - Hearings last year

- now, hearings on projects

- they sent out request for projects

- got [#] 82B responses

= at hearings - 2-3 min. opportunity to make case

Agreed among Big 4 about how to dig up the
pork

- Create bill ^{plan} in '91 / STEA

- We exclude; which is way we can ¹ care
may's

- Suspect Shuster will be moderate on 1085 & policy issues

- do get transit

- " Rayhall & Oberstar

* - He really cares abt. proj's ; off-budget

- makes him King

- House ^{perceived to} have better staff

- Schenck

- Chris Bertram (aviation exec.)

- Roger Nott - Counsel

- Amtrak

- last yr. Shuster ; Motorist Kaden - w/ GOP
defensive

anti-
labor

- They tried to force DOT to specify where
cuts were coming from -

- Port reform -

Ernie Kupperman
Ray Kreutz - & Polley Trotterberg
Jean ~~Gene~~ Lauer - replaced by Dan Carbett

Warner - Anne Loomis

Gauvain - Kathy Ruppelle

Approp's

W. perception

To sum - Skerton moderate on policy

If so, where does appos. come from on policy?

- Gov't & ASXTO will push for state privacy
- Push back on ~~new~~ eligibility rules - Australia: STP, 2.9 (a la Transit)

& No one trying to roll back

(telling Australia
have STP #)

Skuster won't try to roll back
in order to keep

Steve
Palmer

House - projects^H

Sen - formulas
(policy)

historically, but unclear if so
much for

But staff situation casts doubt on Sen. cloud

H/ways lobby:

- ~~for~~ ASKTOS - state privacy

- H/ways only - ^{some} common cause w/ STEP 21

- will keep working on Skuster

- Their hope lies in getting more \$

Miss in Sw. for h/way to by - Western states

Warner - STEP 4

ISTEA
3-14-97

- Sally Katz - ~~Staff~~
30

You can currently put tolls on
1 million miles of red-air h/ways

were saying you can put it

\$40M in ISTEA for congestion pricing - for "dr. bees"

- no one signed up ^{for} it

interstates is where there is big congestion

We're making commitments to I/State Rev M
Chapin

Shuster & White and labeled
DOA, - This one is not.

Mayrham - EC 50000

SOH doing his own bill, but

Hodgins - very t b/c treats to Carwell

So, we have stuff to work it.

~~*~~ AP Skrey

↓ Parts

↓ League of Cities

↓ alphabet groups

Safety:

Obuskar minus weight

↓ staff backlast b/c study isn't done

helmets

.08 BAC

primary seat belt

} In place by end of 5 yrs.
or sanction that shifts
from construction safety.

Andrak

Last yr, we proposed

- labor protection

- contracting out

} That these could be
the subject of negotia-
tion

This yr, we said it could be the subj.
of negotiations then later

DOL is strong

OMB - DOT:

We have to have some plan to do costs

We don't want to dictate what they have to do
but give them tools

more flex. over
- diff. cost. route structure

It's financial structure determining

We're squeezed to have 7 yrs who want
service elsewhere

major angle

in Bay, Va & La, locals don't like
step 2

we want delegation to feel
pressure

High Plains - Barco - Keep them

so complicated

① Interest group statements

② Web site

③ detailed fact sheets } Included to
eg, STP } Constituents w/
Rodney letter

④ Congressional

visits w/ all Members who are benefiting

Talk to Linkhaver - How do we
get STP type gips

Western gips - Elena Kagan

At Steve Bolner; Maria Hak

alphabet gips

House markup in April, though
not sure they can do it

Katie

↳ getting Brodner involved??

NKTEA W.O.

3-20-97

Chaple: Mexican introduced our bot?

Hearing yesterday - not good

Baucus Q: what is CMAQ?

Huesel

Sen: looking at work up before Mon Day

article in Post

★ @ Rainer - asked for WHITE paper on off budget
Part we

Q is
how many
we appear

On Budget Comm. said D'Amico
that's ~~off~~ off budget & Chaple Band

will be basis for internal speaking
Budget Comm.

~~Senate~~ Senate - budget issue by mid April

How will D'Amico head Chaple / off budget

Chaple carrying our work - so don't want
to threaten him too much...

Book - Chafee - only deals w/ h/ways; excludes transit

↳ not 100% best fund supported

Secy. met w/ House l/ship today

Will you look into our bill?

Staff intends to use our bill as template -

388 members have submitted requests $\geq \$100B$

Response to Rollout

- very +

- good start, but need more \$

- mayors + large grp. of gov'ts

* { Training \$

↳ .5¢

* { local hiring pref's

- w-b-w

- EC/EZ2

- Disabled

Amplify.

- Secretariat Havel

• I-95

• West Coast

} media act's
-

- Oskar Schmirer - broader Havel sched.

Policy Alternatives

• What areas

• Who makes the argument?

CMSP/Enviro.

work { transit
disability

w-o-w

tech.

Safety

labor

Andrak

CMAQ/EWTO

- need to embellish

-

• A/Have for 187EA Renewal

- major
- STPP
- =

• 187EA Work

- report good's
- Col.
- Ill.
- Wash & Ore.

Latam / Women's Gps / Church Grp's / DBEs

Const.

- Secy invited to speak to bldg trades
- mtg. w/ George

~~TJD~~

~~Mac~~

transit

- Mon D. met

1. TPs

2.

EPW - hearing on safety - 3rd wk in April
(Chapel)

Safety Community very local

ISTEA - Spending
3-10-97

68. What from above - this is top Admin. priority
- POTUS wants to know there's a sig. ¹ process in place
 - Need ongoing process in place (NEC, DPC, CEQ) to get rapid decisions (analogy to budget: educ. process)
 - Don't want to let others play off tensions vs. Education
-

• What are issues?

• Outreach?

• You can report to us

- e.g., we need VP or CBS to speak to group ---

- e.g., we're abt to face big issue re Nvll - will need some guidance

• Sum - coordination

- place to bring proposals

Moet

• serving I in infra.

• ITB - 7% above 101EA

• What it does for economy:
- e.g. JIT in 95% of auto ind

• In addn - plugs into other Admin. priorities:

- safety (leading cause of death among youth...)

- environ.

• CMAQ

• TE enhancements

— Mich. ex.

• ~~QCC~~ GCC, brownfields

• Flexibility; intermodalism

• Technology

• deployment

• ITS

• innov. financing

• performance orientation

from 35 factors → performance goals

• welfare-to-work

(managed by FTA to get people to jobs)

also using own programs to provide job opp's

- Continue existing DBE program

Big issues

(1) Funding levels

- highway users: diversion
- donor vs donee states
- demo projects

- e of op assistance for transit in our bill

Katie
McBryde

DOT has done good job of balancing ...

True to rally

Heat is ^{even} > than in '91 - We'll have trouble holding together

2 issues:

(1) Clean air

- CMAQ \$ is critical to EPA obj's

(2) Sustainable Communities

- TE
- flexibility for transit, etc.
- inf. dev.

- welfare to work - this bill is the "to"

both of those programs help to keep Mayors & others up to us

GS:

Legis. Staff,

July: ~~DOT~~ WH hasn't played as much in ISTEA b/c of state-by-state nature of fight

DOT has done good job of delivering credit bill

House:

(1) Shuts - ↑ \$ from budget going to trans.

(2) projects

House made bid there comm in April; to floor by 4th of July

Senate

Chafee & Warner at odds

Gavens at odds w/ both of them

So June or July

More focused on formulas - building the coalition

— STEP 1

— STEP 2

— Kempthorne, Baucus — individual bills for their states

2 other fights:

① off budget

② 4.3¢

— Chafee

— Lautenberg

— Lieberman

— Menendez?

We have to use our Coalitions to give a
face to this fight

explicit formula fights

Only: BOT resource is Tech. expertise

We have credible formula —

Timeline

- What are key upcoming events?
- budget review - Senate - firewall
- markup

Shuster has reported off-budget out of committee

B

Marcia

Coalition to help pass ISTEA

- Conf. of M
- League of Cities
- Natl. Assn of Governors

They're working w/ the 17 gov'ts who back ISTEA

* [If we can set out a calendar ...
that will

* [Mayors will do events in their cities

(update
share info.)

WHL event to bring in heads of these
org's

(either POTD event or briefing)

Then few who later - bring them back in.

Maria: Building Coalitions -

E.

- w/ time to work
- sustainable plans

OPL - more than just events

Mart: Lots of outreach over last yr.

GS: His 1st mtg as NEC head - w/ 15 mayors

8 or 9 mayors mentioned ISTEA

Cynthia: SIBs - DBA

Metzger

GS: WHL involvement

- hard to get POTD, but you should still try

- if need 1st lady or Gen, etc. -

S.P.,

VP conf. call w/ 8 CEOs. --

~~If~~ you need a statement, from POTUS, ...

Rollout

- Ideally, Run 450 event, w/ POTUS & VPOTUS stopping by at start -
- But 2 other events -
- W/2 int. radio address work - ?
 - Cld get on front page of Sunday paper

Most: Ideal plan

- (1) ~~Rollout~~ Rollout
- (2) Day before: Trade press
- (3) " after: Rd out of town

Q - A

Σ bull/28 summary

• \$174B

• X B for

• X

Some reporters will take your staff almost verbatim

Do not talk abt. love-item VEs.!

(order from POTUS

Way Trust Fund Clash Light Shift Gears on Hill

Bill Would Give Green Light to Special Budget Category

By Don Phillips
Washington Post Staff Writer

For years, House Transportation and Infrastructure Committee Chairman Bud Shuster (R-Pa.) has spearheaded a battle to move the highway trust fund from the federal budget, an action that would allow yearly transportation spending to rise by billions of dollars. The Senate has always killed the idea as bad budget policy.

Now, Shuster said, this may be the year for a House-Senate compromise that could satisfy the desire for greater highway and transit spending, while technically keeping

bodying the principles of the Chafee-Bond bill would have one major drawback: Depending on how it is structured, it could raise the deficit by \$2 billion to \$3 billion a year at a time when Congress and President Clinton are declaring themselves dedicated to balancing the budget.

Although the on-budget/off-budget argument is an arcane Washington issue, the end product is money.

With the trust fund counted as part of the overall federal budget (on budget), congressional appropriators have been forced to include trust fund spending under their maximum budget allocations. By spending a little less for highways, the appropriators can make a little more room for other functions such as aviation.

Technically, gas tax revenues will continue to flow into the fund and it will continue to grow, although most of that growth will come from interest accumulating on the balance in the fund. About \$22 billion a year flows into the fund, but on average less than \$20 billion a year has been spent.

If, however, the trust fund were off budget or in a special category as proposed by Chafee-Bond, the budget allocations apparently would be unaffected by how much of the trust fund was spent.

Shuster said that he will push for early House passage of a bill taking the fund off budget, but "I'm quite willing to compromise" if the Senate passes some form of Chafee-Bond.

The next step must be to return to the trust fund the 4.3 cents per gallon of the gasoline tax now going to the Treasury for "deficit reduction," Shuster said. If that were done, he said, money would be available for more needed transportation projects—not just highways and transit.

Amtrak, politically popular but cash-starved, could have its much-desired half-penny per gallon of the gasoline tax. That would produce a dedicated fund of about \$700 million a year for capital spending for the passenger train network.

"I strongly support that [half-cent] for Amtrak, within the context of that money being available," he said.

If the 4.3 cents is not returned to the fund and some compromise is not reached on the on-budget/off-budget question, "I would just as strongly oppose the half-cent" for Amtrak, he said.

Shuster also said:

"This is not the year to develop a new method, such as user fees, to fund the Federal Aviation Administration. He said he felt there was a chance to move this year on FAA funding 'until a couple of weeks ago' when the accounting firm Coopers & Lybrand issued a report saying the FAA has no idea how to quantify its costs and can't manage money.

Until some way is developed to accurately determine the cost of FAA's various services, "I would support a continuation of the present system," he said. FAA functions, including air traffic control, are now funded mostly from a 10 percent ticket tax on passengers and from the general fund.

One of his major goals this year will be to streamline the permit process for new highways and other transportation projects. The mass of environmental, historic preservation and other requirements must not be allowed to delay projects indefinitely, he said.

"Nobody wants to turn their backs on historic preservation or the environment, but we've got to find a way to streamline this process," he said.

"People tell me they [Chafee and Bond] offered the bill because they felt us breathing down their necks."

— Rep. Bud Shuster (R-Pa.),
transportation committee chairman

the highway trust fund as a part of the federal budget.

He said the vehicle may have been provided by Sens. John H. Chafee (R-R.I.) and Christopher S. Bond (R-Mo.) when they introduced the "Highway Trust Fund Integrity Act of 1997," which would put the trust fund in a special budget category.

Under the Chafee-Bond bill, all of the previous year's federal gasoline tax receipts would have to be spent fully. The trust fund itself would continue to be counted as a part of the unified federal budget, although it would become "budget neutral" with outflow equaling income every year.

What difference would that make? In political terms, it could become a fig leaf that allows legislators to say they won the philosophical battle but still provide more money to their states for highways.

Transportation spending is a hot topic this year because expiring highway/transit legislation must be reauthorized for another six years, and several bills have been introduced that would result in higher spending.

"People tell me they [Chafee and Bond] offered the bill because they felt us breathing down their necks," Shuster said in an interview. "I'll take it any way I can get it."

In practical terms, a compromise em-

CORRECTIONS

The Federal Communications Commission is supporting the Arkansas Educational Television Commission in a Supreme Court case involving an independent political candidate who wanted to be included in a preelection debate. A story yesterday incorrectly said the Federal Election Commission was involved.

A story yesterday about plans to fashion a four-year university in Montgomery County stated incorrectly that no four-year colleges currently operate there. Columbia Union College is in Takoma Park.

The Washington Post

WEDNESDAY, MARCH 19, 1997

American, Pilots to Move Talks to Washington Airline Says Both Sides Are 'Hopeful' of Tentative Agreement by Week's End

After Clinton's announcement Monday, the union postponed its April 16 strike deadline by 12 days and the airline agreed not to lock out the pilots before April 28.

Robert O. Harris, chairman of the emergency board, has said he would prefer to continue negotiating a possible settlement before submitting recommendations to the president. Talks have been held at Orcas Island, about 85 miles north of Seattle.

Wage compensation is one area under dispute, while the main hurdle seems to be who will fly regional jets. The union wants American pilots, who make an average of \$120,000 a year, to be guaranteed the flying jobs. The company wants its commuter pilots, who earn an average \$35,000 a year, to fly the smaller jets.

til Wednesday a deadline for settlement recommendations stemming from the talks that began Feb. 15.

A presidential emergency board told Clinton the 48-hour extension for a mediator's report would "increase the likelihood of a successful outcome" in the negotiations, White House spokesman Michael McCurry said on Monday.

"Our meetings have been quite intense. So intense in fact that both we and the APA have asked that President Clinton give us two more days to talk," said American President Donald Carty.

Minutes into the pilots' strike in February, Clinton ordered a 60-day cooling-off period and formed the emergency board to come up with a proposed settlement.

Associated Press
DALLAS, March 18—American Airlines and its pilots union took a break today in contract negotiations at an island site and agreed to move the next round to Washington.

The decision to resume the discussions Thursday in Washington was seen as a sign a deal may be near in the protracted dispute between the airline and the Allied Pilots Association.

"The parties are hopeful that they will conclude a tentative settlement by the end of the week for presentation to APA's board of directors," American said in a prepared statement.

The union board will meet in Washington on Friday.
On Monday, President Clinton pushed back un-



THE DEPUTY SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

March 26, 1997

MEMORANDUM TO: Gene Sperling
Assistant to The President and
Director of the National Economic Council

FROM : 
Mortimer L. Downey

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The announcement was extremely well-received, gaining favorable comments across a broad cross-section of groups and in the national news media. While highway users initially highlighted a minor provision allowing state authorities to impose tolls, this provision has not become a sustained issue.

Most recently, two Senate Leaders – Chafee and Moynihan – have introduced the President's proposal essentially as their own. On the House side, NEXTEA is serving as the template for the committee bill and evoked rare praise from Congressman Shuster, that unlike many of the Administration's plans, "this one is not DOA."

In his remarks 2 weeks ago, the President highlighted four key elements of NEXTEA: investing for economic development; continuing the commitment to safety; promoting environmental enhancement; and providing access to jobs. The next 4 to 6 weeks are a critical period as we use these elements as the basis for focusing our amplification efforts on:

- (1) Educating key Members of Congress about our proposal and its impact in their districts.

(2) Informing state and local opinion-leaders and decision-makers such as transportation constituencies, environmental and other issue-oriented organizations, business groups, labor, and others.

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- **Support from other Administration Officials**

We have also begun working with the staff of the NEC to coordinate with other departments within the Administration to highlight elements of the legislation, such as our work with HUD on the brownfields issue and the potential for joint efforts on safety, welfare-to-work, and other issues. This is a very promising strategy and we look forward to expanding it with the help of the NEC.

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4.

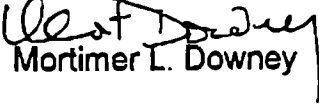
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EXECUTIVE CORRESPONDENCE

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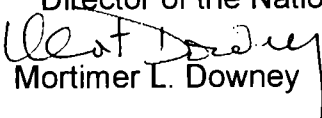
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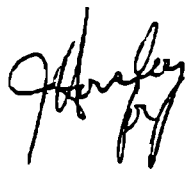
**U.S. Department of
Transportation**Office of the Secretary
of Transportation

Assistant Secretary

400 Seventh St., S.W.
Washington, D.C. 20590

March 20, 1997

MEMORANDUM FOR: Marcia Hale
Assistant to the President for
Intergovernmental Affairs

FROM:  Steven O. Palmer
Assistant Secretary for Governmental Affairs

SUBJECT: U.S. DOT Outreach to Public Interest Groups on
ISTEA Reauthorization

U.S. DOT has made a concerted effort to reach out to Public Interest Groups during the development of our proposal for the Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization and to enlist their support for the President's National Economic Crossroads Transportation Efficiency Act (NEXTEA) proposal now that it has been finalized. Attached is a copy of the report entitled, "How to Keep America Moving," which documented the results of the 13 Regional Forums and over 100 focus groups we conducted on ISTEA reauthorization. One Governor, several Mayors, County Executives, State Legislators and City Councilmembers participated. Among them were Governor Almond, Mayors Daley, Campbell, and Rendell and County Executives McNamara, Janiszewski, and Villines.

Also attached is a draft calendar of meetings of ISTEA stakeholders we may have a DOT representative address.

Summary of 1997 Outreach to Public Interest Groups:

NGA: Because Secretary Rodney Slater had not yet been confirmed, we were not able to hold the luncheon requested with the National Governors' Association's (NGA) ISTEA Reauthorization Task Force February 4. Deputy Assistant Secretary for Governmental Affairs John Horsley covered the NGA Transportation Committee Meeting February 2. Federal Highway Administrator (FHWA) Slater met with Governor Paul Patton, February 5 on ISTEA, staffed by Horsley. Deputy Assistant Secretary for Budget and Programs Jack Basso and Horsley briefed NGA Transportation Reps. on ISTEA and Budget February 12. On March 17, Acting Federal Highway Administrator Jane Garvey and DAS Basso briefed NGA Washington Reps. on NEXTEA proposal.

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL# of pages **5**

To Dorothy Robyn	From John Horsley
Dupl./Agency	Phone # 202-366-4563
Fax #	Fax #

USCM: December, Assistant Secretary Palmer and Secretary Peña attended POTUS meeting with 12 Mayors. FHWA Administrator Slater and Secretary Peña spoke at 5th Anniversary party for ISTEA at Union Station. Deputy Secretary Mortimer Downey staffed by Horsley, met with three Mayors prior to their meeting with OMB on ISTEA. January 18, Garvey of FHWA with Horsley, briefed the United States Conference of Mayors' Conference on ISTEA. February 22, Secretary Slater with Horsley met with the Mayors' Leadership Conference in Key West, Florida. On March 14, Secretary Slater and Mayor Daley held a press event on NEXTEA in Chicago.

NACo: March 1, Garvey of FHWA, with Horsley, addressed the Transportation Steering Committee. March 2, Horsley spoke to the County Executives on ISTEA. March 3, in presentation to the National Association of Counties on ISTEA. Horsley filled in for Secretary Slater who remained in Arkansas because of the storm disaster.

NLC: March 10, Secretary Slater spoke to Convention. March 12, NLC leadership joined POTUS for NEXTEA announcement. (March 6: Horsley spoke to the California League of Cities/Association of Counties Public Works Directors on ISTEA in Monterey.)

NCSL: March 6, Secretary Slater spoke to Convention.

We also work closely with two other organizations which involve city and county elected officials: the Association of Metropolitan Planning Organizations (A sub-committee of the National Association of Regional Councils) and the American Public Transit Association. The Secretary spoke to APTA March 10 and made a courtesy appearance at NARC February 8.

Two coalitions involving PIGs are key Administration allies in the NEXTEA debate. We have worked closely with the **Alliance for ISTEA Renewal**, which includes USCM, NACo, NLC, AMPO, APTA, the Surface Transportation Policy Project (a coalition of environmental organizations) and others. The second group, **ISTEA Works**, is made up of the 16 Governors who have signed a joint letter urging that ISTEA II be based on the current program. Their position is very close to our own. Their members consist of the Northeast Governors plus the Governors of Illinois, Colorado, Oregon and Washington. Southern mayors may also prove to be strategic allies. While Southern Governors who represent "donor states" support the STEP 21 proposal, their mayors prefer NEXTEA because it preserves CMAQ, STP and a decisionmaking structure more favorable to cities.

-#-

Attachments

NEXTEA Interest Groups' 1997 Meetings and Conferences

NGA Transportation Reps	March 24, Hall of States	FHWA, FTA, Budg
National Association of County Engineers	March 24, Birmingham, Alabama	Horsley
American Consulting Engineers Council	April 4, D.C	NEXTEA speaker Requested
Association of Metropolitan Planning Organizations Policy Committee	April 10, D.C.	
APTA Commuter Rail	April 13-16 Dallas	
Central Iowa Regional Transportation Conference	April 14 Des Moines	S-1 Deline Speaker requested
Building Trades National Conference	April 14-16 Washington D.C.	S-1 recommended
California Councils of Government	April Monterey, Ca.	Garvey invited
Council of State Governments Eastern Regional Conference	April 18 D.C.	S-1 requested
Congresswoman Ellen Tausher Bay Area ISTEA Event	April 18 San Ramon, Ca	S-1 invited
National Association of State Budget Directors	April 20 Chicago	Basso
Georgia Association of Counties	April 21 Jekyl Is., Ga.	Horsley
AASHTO Spring Meeting	April 25-29 Des Moines	
APTA Bus Operations, Technology	May 4-7 Miami	
WTS National Conference	May 7-9 Baltimore	

American Consulting Engineers Council Annual Convention	May 11-14 Nashville	Speaker requested
Rebuild America Summit	May 15 Houston	S-1 invited
ITS Annual Meeting	June 2-5 Washington, D.C.	
International Bridge Conference	June 2-5 Pittsburg	
ITE Annual Meeting	June 3-7 Boston	
National Association of Regional Councils	June 6-10 Charlotte, N.C.	
APTA Rapid Transit Conference	June 8-12	
U.S. Conference of Mayors	June 20-24 San Francisco D.C.	
Western Governors Association	June 22-24 Medora, ND	
Mississippi Valley Annual Meeting AASHTO	July 9-11 Chicago	
National Association of Counties	July 11-15 Baltimore	S-1 recommended
WASHTO Annual Meeting	July 25-31 Sun Valley, Idaho	
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National Conference of State Legislators	August 6-10 Philadelphia	
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Association of Metropolitan Planning Organizations	September 4-7 Saratoga Springs, N.Y.	

SASHTO Annual Meeting

**September 12-16
Little Rock**

APTA Annual Meeting

**September 21-25
Chicago**

THE WHITE HOUSE

WASHINGTON

March 15, 1997

MEMORANDUM FOR GENE SPERLING

FROM: Dorothy Robyn
SUBJ: ISTEА, Offsets and BRAC Implementation

ISTEA: The reaction to our NEXTEA bill was remarkably positive, even among key Republicans in Congress. Sen. Chafee, Chair of Environment and Public Works, lauded it for building on the landmark ISTEА bill, and even Rep. Shuster, who chairs House Transportation and Infrastructure, said that, unlike many Administration bills, NEXTEA was decidedly not "Dead on Arrival." (See attached press releases from Shuster, Chafee and Lautenberg.)

DOT is working to amplify the rollout message in several ways:

- Slater and Mayor Daley held a large NEXTEA event in Chicago yesterday;
- DOT has set up a Web site where people can access the text of the bill (with other information to be added);
- A letter from Slater, together with detailed fact sheets on key aspects of the bill, will go out shortly to constituent groups;
- DOT officials are visiting every Member who benefits from ISTEА and providing them with tailored information about the impact on his or her state.

We're also talking to Cabinet Affairs about how other cabinet members, especially Carol Browner, can help on amplification. (EPA's policy chief, David Gardiner, testifies next week on NEXTEA before Sen. Warner's transportation subcommittee.)

In terms of outreach and coalition building, we are doing the following:

- Steve Palmer is working directly with Marcia Hale on the "Big Seven" groups (Conference of Mayors, League of Cities, etc.);
- I am working with Katie McGinty's office on the sustainable transportation groups;
- DOT and I need to plug in to DPC's work with the welfare-to-work groups (DOT has inadvertently been left out of that interagency process thus far).

Two other titles of the bill -- on safety and AMTRAK -- will be transmitted separately. The safety title will come over to OMB for clearance next week. I will be seeking political guidance on two safety issues: (1) truck size and weight: DOT wants to continue the existing freeze on truck size and weight and expand the freeze on truck size to National Highway System roads (it currently applies only on interstates); a decision on whether to expand the weight freeze to NHS roads will await completion of an ongoing DOT study. (2) Possible sanctions on states that do not have laws in place by 2003 concerning seat belts and other deterrents.

Finally, some additional reasons why the controversy over tolls was unjustified:

- State and local governments can currently put tolls on 1 million miles of federal aid highways; we are merely adding 50,000 miles of interstate.
- The 1991 ISTEA Act offered \$40 million in "bribes" to state and local governments that would agree to institute tolls; DOT has never received a single application.

DOT's view is that the controversy reflected the efforts of the highway lobby to stir up trouble.

Offsets: By COB tomorrow (Sunday), I will give you background material and talking points for a call to the new president of the machinists. I'm hesitant to tout the National Academy workshop too much because I haven't yet raised the necessary money. Commerce is resisting, although DOT is a possibility. I told Kathy that I would raise the problem with John Podesta in a few days if I am still short of money.

BRAC Implementation: As you recall, I met with Leon shortly before he left to discuss the problems of base reuse. Although Erskine did not attend the meeting, Sylvia did, and Leon recommended to her that Erskine convene John White and the Service secretaries and have me brief them on the problems we're experiencing. Sylvia is now ready to move on that (see attached memo, which should go to Erskine this weekend).

NEXTEA Interest Groups' 1997 Meetings and Conferences

NGA Transportation Reps	March 24, Hall of States	FHWA, FTA, Budg
National Association of County Engineers	March 24, Birmingham, Alabama	Horsley
American Consulting Engineers Council	April 4, D.C	NEXTEA speaker Requested
Association of Metropolitan Planning Organizations Policy Committee	April 10, D.C.	
APTA Commuter Rail	April 13-16 Dallas	
Central Iowa Regional Transportation Conference	April 14 Des Moines	S-1 Deline Speaker requested
Building Trades National Conference	April 14-16 Washington D.C.	S-1 recommended
California Councils of Government	April Monterey, Ca.	Garvey invited
Council of State Governments Eastern Regional Conference	April 18 D.C.	S-1 requested
Congresswoman Ellen Tausher Bay Area ISTEAE Event	April 18 San Ramon, Ca	S-1 invited
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