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Folder Title:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

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Withdrawal/Redaction Sheet

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. list	List of Attendees for NEXTEA Briefing; RE: Personally Identifiable Information [partial] (3 pages)	05/20/1997	b(6)
002. list	NEXTEA Briefing RSVP's; RE: Personally Identifiable Information [partial] (5 pages)	00/00/0000	b(6)
003. memo	Memorandum of Call; RE: Personally Identifiable Information [partial] (2 pages)	00/00/0000	b(6)
004. list	NEXTEA Briefing RSVP's; RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)
005. note	Handwritten note; RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)
006. email	Suzanne Dale to Richard Hayes at 05:19:53; RE: Personally Identifiable Information [partial] (2 pages)	05/06/1997	b(6)
007. email	MAILMGT to Suzanne Dale at 04:10:00; RE:USSS and Personally Identifiable Information [partial] (1 page)	05/06/1997	b(7)(C), b(7)(F), b(6)
008. fax	Connie Page-Barnes to Suzanne Dale; RE: Personally Identifiable Information [partial] (1 page)	05/06/1997	b(6)
009. list	Invitees - NEXTEA Event; RE: Personally Identifiable Information [partial] (2 pages)	00/00/0000	b(6)
010. email	Suzanne Dale to Richard Hayes at 12:55:57; RE: Personally Identifiable Information [partial] (1 page)	05/06/1997	b(6)
011. memo	Memorandum of Call; RE: Personally Identifiable Information [partial] (1 page)	05/06/0000	b(6)

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Intergovernmental Affairs
Mickey Ibarra
OA/Box Number: 12619

FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
db4292

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

P1 National Security Classified Information [(a)(1) of the PRA]
P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
P3 Release would violate a Federal statute [(a)(3) of the PRA]
P4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

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PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

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b(1) National security classified information [(b)(1) of the FOIA]
b(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
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b(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
b(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
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THE WHITE HOUSE
WASHINGTON

AGENDA

White House Briefing on Welfare Reform and Transportation
Tuesday, May 20, 1997
Room 450, 10:30 am

WELCOME AND INTRODUCTION

Rodney Slater
Secretary of Transportation

REMARKS

ACCESS TO JOBS LEGISLATIVE PROPOSAL

Gordon Linton
Administrator, Federal Transit Administration

PROVISIONS FOR TRAINING AND LOCAL HIRING PREFERENCES

Jane Garvey
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ST. LOUIS EAST-WEST GATEWAY MODEL

Hon. Clarence Harmon
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WELFARE REFORM

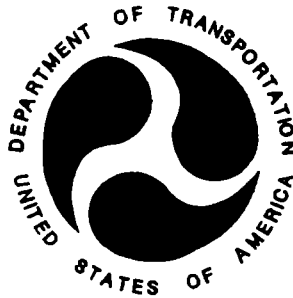
Bruce Reed
Assistant to the President for Domestic Policy

QUESTIONS AND COMMENTS

NEXTEA

***THE NATIONAL ECONOMIC CROSSROADS
TRANSPORTATION EFFICIENCY ACT***

***MOVING AMERICANS FROM
WELFARE TO WORK***



MAY 20, 1997

MOVING AMERICANS FROM WELFARE TO WORK

PRESIDENT CLINTON'S PLAN TO IMPROVE ACCESS TO JOBS AND TRAINING

"Each and every one of us has to fulfill our responsibility -- indeed, our moral obligation -- to make sure that people who now must work, *can* work."

President Bill Clinton,
State of the Union Address, February 4, 1997

To support his comprehensive welfare reform initiative, President Clinton proposes to build on existing transportation programs that use innovative strategies to help people make the transition to the working world.

One of the biggest barriers facing those moving from welfare rolls to payrolls is finding transportation to jobs, training, and support services such as day care. Two-thirds of new jobs are in the suburbs, but three of four welfare recipients live in rural areas or central cities. Few welfare recipients own cars, and public transit, which provides a crucial lifeline for many lower-income Americans, often provides inadequate connections to new employment opportunities in the suburbs far from where most welfare recipients live.

The President's proposal for the National Economic Crossroads Transportation Efficiency Act (NEXTEA), which would authorize federal highway and transit programs from 1998 through 2003, includes several provisions to improve welfare recipients' access to jobs and training.

■ **INVESTING \$600 MILLION TO IMPROVE ACCESS TO JOBS AND TRAINING**

NEXTEA includes a six-year, \$600 million incentive grant program to support new transportation services to get people to where the jobs are, including flexible, innovative alternatives such as vanpools. Funding also would provide access to training and to support services such as day care at transit stations.

■ **CREATING JOB-TRAINING OPPORTUNITIES IN TRANSPORTATION TECHNOLOGY AND CONSTRUCTION**

Since transportation and construction jobs are among America's best-paying, we want to open opportunities in these fields to welfare recipients and other disadvantaged people. NEXTEA would increase incentives for states and localities to provide job training in conjunction with federally funded technology and construction projects, enable them to offer hiring preferences favoring welfare recipients and residents of Empowerment Zones and Enterprise Communities, and sustain the federal commitment to Disadvantaged Business Enterprise programs.

MOVING AMERICANS FROM WELFARE TO WORK

THE CHALLENGE

One of the biggest barriers facing those making the move from welfare rolls to payrolls is access to jobs, training, and support services such as day care. Two-thirds of new jobs are in the suburbs, but three of four welfare recipients live in rural areas or central cities. Their access to these jobs is limited: only one in 20 welfare recipients owns a car, and mass transit generally operates either within central cities or from suburbs into cities. Transit also often does not meet the needs of off-hour shift workers or those with small children who require day care. The studies below show the challenges faced by welfare recipients in three cities.

Cleveland

Cleveland's economy has been expanding, but that growth has been concentrated in the suburbs. A study by Case Western Reserve University (Contact: Neil Bania, 216-368-8670) showed that the entry-level jobs being generated cannot easily be reached by public transit. Fewer than half of entry-level jobs are accessible from central city neighborhoods within an 80-minute transit ride, leaving the other half essentially out of reach of Cleveland's welfare population.

Boston

A study prepared by the Volpe National Transportation Systems Center (Contact: Annalynn Lacombe, 617-494-2161) found that the highest growth in entry-level jobs was along Route 128, well outside of central Boston. Boston has an excellent transit system, with stations within a half-mile of 99 percent of the city's welfare recipients. Still, it does not provide needed connections to available jobs: only 43 percent of employers are also within a half-mile of transit lines. Moreover, 40 percent of all employers in high-growth areas can be reached only after a commute of more than two hours.

Atlanta

An ongoing Emory University study (Contact: Michael Rich, 404-727-7449) indicates that three of every four jobs in the Atlanta area are in the suburbs. Two-thirds of entry level jobs paying less than \$15,000 annually are within a quarter-mile of a transit line; however, fewer than one of three entry-level jobs paying more than \$15,000 annually -- those most likely to enable welfare recipients to become self-sufficient -- are located within the same distance from transit.

MOVING AMERICANS FROM WELFARE TO WORK

DETAILS OF THE PRESIDENT'S WELFARE TO WORK TRANSPORTATION PLAN

The President's proposal for the National Economic Crossroads Transportation Efficiency Act (NEXTEA), which would authorize federal highway and transit programs from 1998 through 2003, includes several provisions to improve access to jobs and training.

- **\$600 million in new funds.** NEXTEA includes a six-year, \$600 million incentive grant program to support welfare reform efforts. Funds are available to assist states, local governments, and private, nonprofit organizations to plan and implement new transportation services to link welfare recipients with jobs.
- **Targeted grants.** Grants would be targeted based on both the size of the welfare population and the area's willingness to address the transportation needs of welfare recipients through a comprehensive, strategic approach. Criteria include the severity of the welfare problem; the need for services to transport people to jobs, training, and support services; mechanisms to coordinate transportation and human resource services planning; and state and local shared financial commitment and coordination.
- **State and local partnerships.** Federal funds would provide 50 percent of the project costs, with grant recipients supplying the remaining 50 percent. Other federal funds could be used as part of the local match.
- **Broad eligibility.** Grants could be used for a wide range of purposes, including: operating and capital costs for services; coordination of transportation services; promotion of employer-provided transportation; and planning and developing support facilities, such as child care, at transit sites.
- **Federal technical assistance.** Federal funding would provide grant recipients with technical assistance to evaluate programs and to establish benchmarks for best practices.
- **Enhanced on-the-job training.** Other provisions of NEXTEA allow states to reserve a certain number of training slots for welfare recipients; to include technology-training opportunities in connection with transportation-related technologies; and to increase funds available for DOT's On-the-Job Supportive Services Program.
- **Hiring preferences favoring welfare recipients and Employment Zone/Enterprise Community residents.** The \$20 billion-per-year federal highway construction program would allow states to offer hiring preferences favoring welfare recipients and residents of Employment Zones or Enterprise Communities.
- **More funding for proven programs.** The President's 1998 budget seeks \$10 million to expand HUD's successful Bridges to Work Program, which provides job placement and support services, as well as transportation to link city residents with jobs.

MOVING AMERICANS FROM WELFARE TO WORK

BENCHMARKS: TODAY'S SUCCESS STORIES

Federal Initiatives

- ✓ DOT's Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District uses Joblinks funds to transport the unemployed to training and jobs.
- ✓ DOT's Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, residents worked with local officials to develop three bus transfer centers and to improve pedestrian access to area amenities.
- ✓ DOT's On-the-Job Training (OJT) Program requires that federally funded highway projects provide apprenticeships and training positions in higher-paying transportation trades, such as carpentry, concrete finishing, and truck driving. These help women, minorities, and disadvantaged people move into America's vibrant construction industry.
- ✓ DOT's On-the-Job Training Supportive Services Program complements the OJT program by providing contractors, apprentices, and trainees with such services as recruitment, counseling and job placement, transportation, child care, and skills training. In addition, a highway construction project in Maine is using regular federal funding to provide day care for women workers making the transition from welfare.
- ✓ HUD's Bridges to Work Program connects inner-city residents with suburban employers through local partners who provide job placement, transportation, and support services. Demonstrations are underway in Baltimore, Chicago, Denver, Milwaukee, and St. Louis.

State and Local Initiatives

- ✓ St. Louis East-West Gateway Coordinating Council: 16 agencies coordinate to access jobs along the Metrolink rail line and to use vans and express buses that connect inner-city employees with suburban employers.
- ✓ Southeast Arkansas Transportation (SEAT): during off-hours, unused senior citizen service buses in rural Jefferson County transport welfare recipients to jobs and training.
- ✓ Baltimore, Maryland: vanpools link residents of disadvantaged central city neighborhoods to employers at and around Baltimore-Washington International Airport.
- ✓ The Transit Authority of River City, Louisville, Kentucky: new express bus service to the Bluegrass Industrial Park cut trip times from two hours to less than 40 minutes.
- ✓ Talahina, Oklahoma: the success of shuttles serving the graveyard shift at poultry processing plants in Fort Smith, Arkansas has served as a model for similar services to other employment centers in Oklahoma.

MOVING AMERICANS FROM WELFARE TO WORK

FEDERAL-NGA WELFARE TO WORK TRANSPORTATION INITIATIVE

- One of the biggest barriers facing those making the move from welfare rolls to payrolls is access to jobs, training, and support services such as day care. Two-thirds of new jobs are in the suburbs, but three of four welfare recipients live in rural areas or central cities. Their access to these jobs is limited: few welfare recipients own cars, and public transit, which provides a crucial lifeline for many lower-income Americans, often provides inadequate connections to new employment opportunities in the suburbs far from where most welfare recipients live.
- DOT is contributing \$330,000 towards a partnership with the National Governors' Association (NGA). This will be used for grants to states to help them develop transportation strategies that support their welfare to work efforts. This partnership recognizes that those making the transition from welfare to work must largely depend on public transportation to reach jobs and other employment-support services, and that cooperation among federal, state, county, and local governments and the private sector is crucial.
- Participating states, led by their Governors' offices, are forming interagency task forces to coordinate transportation with welfare reform initiatives. The groups include state, county, and local human services agencies, along with local transportation providers, community human resource organizations, and private employers.
- State welfare to work transportation action plans will be completed during 1997. They are expected to emphasize coordinating existing public transportation, human services, and private programs that enable welfare recipients to get to where the jobs are.
- 24 states and one territory are participating: Alaska, Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, North Carolina, Ohio, South Carolina, Tennessee, Texas, the Virgin Islands, Virginia, Washington, Wisconsin, and Wyoming.

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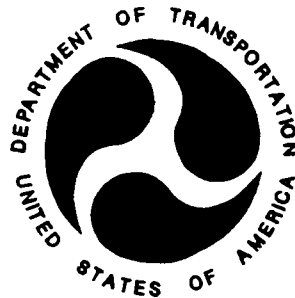
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MOVING AMERICANS FROM WELFARE TO WORK

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DRAFT

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DRAFT 2

NEXTEA

***THE NATIONAL ECONOMIC CROSSROADS
TRANSPORTATION EFFICIENCY ACT***

***MOVING AMERICANS FROM
WELFARE TO WORK***

Copy to Bruce
w/ Talking Points

note - let's
reped all 11:30

MAY 20, 1997

MOVING AMERICANS FROM WELFARE TO WORK

THE CHALLENGE

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- ✓ DOT's Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, local residents worked with local officials on developing three bus transfer centers and improving pedestrian access to local amenities.
- ✓ DOT's Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District uses Joblinks funds to transport the unemployed to training and jobs.
- ✓ DOT's On-the-Job Training Program requires that federally-funded highway projects provide apprenticeships and training positions in higher-paying transportation trades, such as carpentry, concrete finishing, and truck driving. These help women, minorities, and disadvantaged people move into America's vibrant construction industry.
- ✓ DOT's On-the-Job Training Supportive Services Program complements the training program by providing construction contractors, apprentices, and trainees with such services as recruitment, counseling and job placement, transportation, child care, and skills training.

State and Local Initiatives

- ✓ St. Louis East-West Gateway Coordinating Council: 16 agencies coordinate to make jobs available along the Metrolink rail line and to use vans and express buses that connect inner-city employees with suburban employers.
- ✓ Suburban Job Link Corporation, Chicago: connects inner-city workers with jobs in suburban DuPage County using vans and express buses.
- ✓ Southeast Arkansas Transportation (SEAT): during off-hours, unused senior citizen service buses in rural Jefferson County transport welfare recipients to jobs and training.
- ✓ The Transit Authority of River City, Louisville, Kentucky: new express bus service to the Bluegrass Industrial Park cut trip times from two hours to less than 40 minutes.
- ✓ Talahina, Oklahoma: a successful shuttle serving the graveyard shift at poultry processing plants in Fort Smith, Arkansas has made possible services to other employment centers.

MOVING AMERICANS FROM WELFARE TO WORK

DETAILS OF THE PRESIDENT'S WELFARE-TO-WORK TRANSPORTATION PLAN

The President's proposal for the National Economic Crossroads Transportation Efficiency Act (NEXTEA), which would authorize federal highway and transit programs from 1998 through 2003, includes several provisions to improve access to jobs and training.

- **\$600 million in new funds.** NEXTEA includes a six-year, \$600 million incentive grant program to support welfare reform efforts. States, local governments, and private, nonprofit organizations could receive grants to plan and implement new transportation services targeted at linking welfare recipients with jobs.
- **Targeted grants.** Grants would be targeted based on both the welfare population's size and the area's willingness to address the transportation needs of welfare recipients through a comprehensive, strategic approach. Criteria include the severity of the welfare problem; the need for services to transport people to jobs, training, and support services; mechanisms to coordinate transportation and human resource services planning; and state and local shared financial commitment and coordination.
- **State and local partnerships.** Federal funds would provide 50 percent of the project costs, with grant recipients must provide the remaining 50 percent. Other federal funds could be used as part of the local match.
- **Broad eligibility.** Grants could be used for a wide range of purposes, including: operating and capital costs for services; coordinating transit, private, and human resource services; promotion of employer-provided transportation; and planning and developing support facilities, such as child care, at transit sites.
- **Federal technical assistance.** Some federal funding would be used to provide state and local grant recipients with technical assistance, to evaluate programs, and to establish benchmarks for best practices.
- **Enhanced on-the-job training.** Other provisions of NEXTEA allow states to reserve a certain of number training slots for welfare recipients; to include technology-training opportunities in connection with transportation-related technologies; and to increase funds available for the Supportive Services Program.
- **Hiring preferences favoring welfare recipients and Employment Zone/Enterprise Community residents.** The \$20 billion-per-year federal highway construction program would allow states to offer hiring preferences favoring welfare recipients and residents of Employment Zones or Enterprise Communities.

MOVING AMERICANS FROM WELFARE TO WORK

NGA-FEDERAL WELFARE-TO-WORK TRANSPORTATION PROJECT

- The National Governors' Association (NGA), in partnership with the Department of Transportation, is awarding \$325,000 in grants and to provide technical assistance to help develop transportation strategies that support state welfare-to-work efforts.
- Participating states, led by their Governors' offices, are forming interagency task forces to coordinate public transportation, human service, and private sector efforts to coordinate transportation with welfare reform initiatives. The groups include state, county, and local human services providers, along with local transportation providers, community human resource organizations, and private employers. State welfare-to-work transportation action plans will be completed during 1997.
- The following states are participating: Alaska, Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, North Carolina, Ohio, South Carolina, Tennessee, Texas, the Virgin Islands, Virginia, Washington, Wisconsin, and Wyoming.

330 DOT
25 NGA
welfare
reform

OFFICE OF INTERGOVERNMENTAL AFFAIRS

**LIST OF ATTENDEES FOR NEXTEA BRIEFING
TUESDAY, MAY 20, 1997**

	FIRST	LAST	TITLE	ORGANIZATION/ WASHINGTON OFFICE OF...
1.	Ken	Brown	Executive Director	National Association of Local Governments Environmental Professionals
2.	Debra	Bryant	Director	North Carolina
3.	Alison	Burns		Minnesota
4.	Tom	Crawford	Legislative Director	Murray, Sheer, Montgomery
5.	Michelle	Crowley	Legislative Assistant	New York
6.	Patricia	Daley	Legislative Director	Ungaretti & Harris
7.	Walter	Davila		Bayamo, Puerto Rico
8.	Ralph	Garboushian	Asst. to City Rep.	Barbara T. McCall Associates
9.	Raul	Gatanguí		Hawaii
10.	Sharon	Hardie	Legislative Assistant	New York
11.	Dave	Harstad		Indianapolis
12.	Jonathan	Hoffman	Intern	Nat. Council Urban Econ. Dev.
13.	Eric	Jaffe		Missouri
14.	Brad	Johnson	Partner	Hawkins, Delafield, & Wood
15.	Jeff	Jones	Legislative Assistant	Birch, Horton, Bittner & Scerot
16.	Stephen	Kennedy	Legislative Assistant	Illinois
17.	Elizabeth	Kane		Miller, Canfield, Paddock & Stone

OFFICE OF INTERGOVERNMENTAL AFFAIRS

**LIST OF ATTENDEES FOR NEXTEA BRIEFING
TUESDAY, MAY 20, 1997**

18.	Patrick	Lally		
19.	Kelly	Lineweaver	Director	South Carolina
20.	Dave	Lucas	Federal Liaison: Budgets	New York
21.	Laura	Madden	Associate	Bracy, Williams & Co.
22.	Eve	Maldonado	Senior Legislative Associate	League of California Cities
23.	Debra	Marshall	Federal Legislative Liaison	Michigan
24.	Barbara	McCall	City Rep.	Barbara T. McCall Associates
25.	Kevin	McCarty		
26.	Terri	Moreland		Illinois
27.	Patricia	Nadler		Massachusetts
28.	Richard	Parent		Newark, NJ; Gainesville, FL; San Francisco, CA
29.	Nicole	Petrogino		Lincoln, NE & Beaumont, TX
30.	Carolyn	Phipp		Director of Government Relations
31.	Sherri	Powar		San Francisco Transit Authority
32.	Robert	Primus		
33.	Karin	Rutledge		New Orleans
34.	Liz	Schubert		Detroit, MI & Jacksonville, FL
35.	Michelle	Sealey	Legislative Associate	League of California Cities
36.	Jane	Snowden Mayer		Lansing, MO
37.	Marguerite	Sullivan	Director	New Jersey

OFFICE OF INTERGOVERNMENTAL AFFAIRS

**LIST OF ATTENDEES FOR NEXTEA BRIEFING
TUESDAY, MAY 20, 1997**

38.	Mary	Sutton	Senior Analyst	Texas: Economic-Legislative Development
39.	Frank	Torres	Executive Director	Guam
40.	Deborah	White	Legislative Assistant	Akin, Gump
41.	Dan	Wilson	Director	Boston
42.	Mary	Wright	Legislative Assistant	Iowa

Withdrawal/Redaction Marker

Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. list	List of Attendees for NEXTEA Briefing; RE: Personally Identifiable Information [partial] (3 pages)	05/20/1997	b(6)

COLLECTION:

Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
OA/Box Number: 12619

FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
db4292

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P1 National Security Classified Information [(a)(1) of the PRA]
- P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P3 Release would violate a Federal statute [(a)(3) of the PRA]
- P4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
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- P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

- b(1) National security classified information [(b)(1) of the FOIA]
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- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

OFFICE OF INTERGOVERNMENTAL AFFAIRS

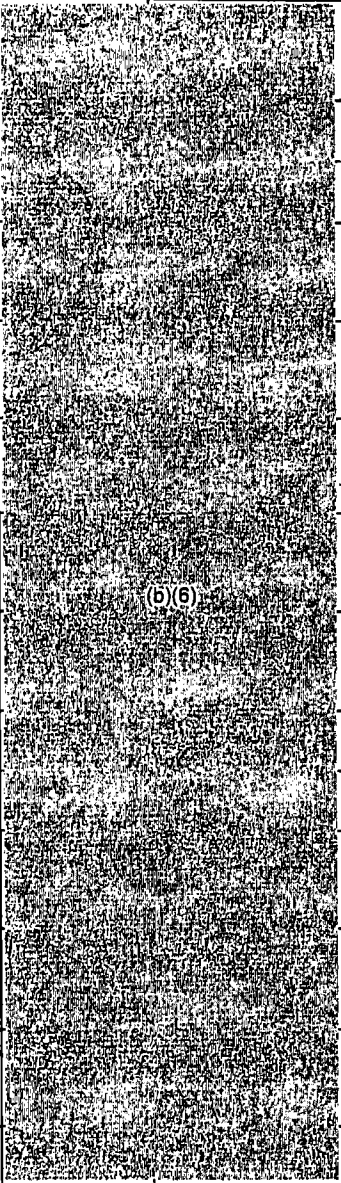
**LIST OF ATTENDEES FOR NEXTEA BRIEFING
TUESDAY, MAY 20, 1997**

[001]

FIRST	LAST	ORGANIZATION/ WASHINGTON OFFICE OF...	TITLE	DOB	SSN	CIT
Frank	Torres	Guam	Executive Director	(b)(6)		Y
Terri	Moreland	Illinois				Y
Patricia	Nadler	Massachusetts				Y
Alison	Burns	Minnesota				Y
Eric	Jaffe	Missouri				Y
Debra	Marshall	Michigan	Federal Legislative Liaison			Y
Raul	Gatanguai	Hawaii				Y
Dan	Wilson	Boston	Director			Y
Barbara	McCall	Barbara T. McCall Associates	City Rep.			Y
Ralph	Garboushian	Barbara T. McCall Associates	Asst. To City Rep.			Y
Marguerite	Sullivan	New Jersey	Director			Y
Tom	Crawford	Murray, Sheer, Montgomery	Legislative Director			Y
Debra	Bryant	North Carolina	Director			Y
Elizabeth	Kane	Miller, Canfield, Paddock & Stone				Y
Michelle	Crowley	New York	Legislative Assistant			Y

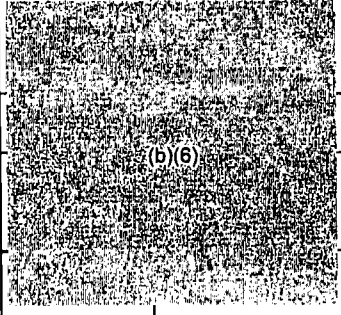
OFFICE OF INTERGOVERNMENTAL AFFAIRS

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TUESDAY, MAY 20, 1997**

FIRST	LAST	ORGANIZATION/ WASHINGTON OFFICE OF...	TITLE	DOB	SSN	CIT
Patricia	Daley	Ungaretti & Harris	Legislative Director			Y
Kelly	Lineweaver	South Carolina	Director			Y
Robert	Primus					Y
Jeff	Jones	Birch, Horton, Bittner & Scerot	Legislative Assistant			Y
Stephen	Kennedy	Illinois	Legislative Assistant			
Deborah	White	Akin, Gump	Legislative Assistant			Y
Brad	Johnson	Hawkins, Delafield, & Wood	Partner			Y
Jonathan	Hoffman	Nat. Council Urban Econ. Dev.	Intern			Y
Kevin	McCarty					
Dave	Harstad	Indianapolis				Y
Walter	Davila	Bayamo, Puerto Rico				Y
Jane	Snowden Mayer	Lansing. MO				Y
Nicole	Petrogino	Lincoln, NE & Neaumont, TX				Y
Richard	Parent	Newark, NJ; Gainesville, FL; San Francisco, CA				Y

OFFICE OF INTERGOVERNMENTAL AFFAIRS

**LIST OF ATTENDEES FOR NEXTEA BRIEFING
TUESDAY, MAY 20, 1997**

FIRST	LAST	ORGANIZATION/ WASHINGTON OFFICE OF...	TITLE	DOB	SSN	CIT
Sherri	Powar	San Francisco Transit Authority		 (b)(6)		Y
Karin	Rutledge	New Orleans				Y
Liz	Schubert	Detroit, MI & Jacksonville, FL				Y
Michelle	Sealey	League of California Cities	Legislative Associate			Y

handwritten
paper copy.

of
NEXTEA invitees

Withdrawal/Redaction Marker

Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
002. list	NEXTEA Briefing RSVP's; RE: Personally Identifiable Information [partial] (5 pages)	00/00/0000	b(6)

COLLECTION:

Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
O/Box Number: 12619

FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
db4292

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

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PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

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NEXTEA BRIEFING RSVP'S

DATE/ TIME	NAME	TITLE	ORGANIZATION	DOB/SSN	US CITIZEN? IF NOT YES, "LEFT MESSAGE"/ "REPLIED NO," ETC.	YOUR INITIALS
5/19 1145	① Leo Penne	Director	Nevada	[000] (b)(6)	U.S. yes	CR ✓
5/19 1155	② Marguerite Sullivan	Director	New Jersey			
1157	③ Wayne Cimonis	Director of Counsel	NY		LM	
	④ Debra Bryant	Director	NC	(b)(6)	U.S. YES	FAX ✓
	⑤ Michelle Crowley	Legislative Assistant	NY	(b)(6)	U.S. YES	FAX ✓
	⑥ Ted Hollingsworth	Director	OH		LM	
	⑦ Kevin Smith	Director	ORE		NO	send materials
	⑧ Rebecca Halkias	Director	PENN		LM	
	⑨ Kelly Lineweaver	Director	SC	(b)(6)	YES LM	FAX
	⑩ Laurie M Rich	Exec. Director	TX		NO VM	
	⑪ Thomas Litjen	Wash. Rep	NE		NO	CR
	⑫ Tom Mc Namara	Pol. Liaison	TENN		NO	CR
	⑬ Joanne Snow Neumann				LM	
	⑭ Terri Hansen	Director	VI		NO	CR
	⑮ Jan Shingach	Director	WA		NO	CR

NEXTEA BRIEFING RSVP'S

DATE/ TIME	NAME	TITLE	ORGANIZATION	DOB/SSN	US CITIZEN?	IF NOT YES, "LEFT MESSAGE"/ "REPLIED NO," ETC.	YOUR INITIALS
(16)	Sharon Hardie	Legislative Asst	NY	(b)(6)	US	YES	CRZ ✓
(17)	Dave Lucas	Federal Budget Liaison	NY	(b)(6)	U.S.	YES	CRZ ✓
(18)	Andrew Petersen	Director	WI			NO	CRZ
(19)		Transportation	WI				LM
(20)	Geri Guardino	Director	RI				VM
(21)	Mary Wright	Legis Asst	IOWA	(b)(6)	S.	YES	CRZ ✓
(22)	Mary R. Sutton	Economic Legislative Div. Senior Analyst	TX	(b)(6)	U.S.	YES	CRZ ✓
(23)	Rebecca Halkias	Deputy Chief of Staff Federal Affairs		(b)(6)	US.	YES	CRZ ✓
(24)	Deborah White	Atkin, Gump					

RAJ

NEXTEA BRIEFING RSVP'S

DATE/ TIME	NAME	TITLE	ORGANIZATION	DOB/SSN	US CITIZEN? IF NOT YES, "LEFT MESSAGE"/ "REPLIED NO," ETC.	YOUR INITIALS
12:36	Stephanie Childs		Director of Wash. office of City of Boston	yes	(b)(6) left message	
12:38	Dan Wilson		called by DOT	(b)(6)	left message	yes ✓
	David Yudin		→ someone from the office is going but they gave info to DOT			
	Washington & Christian				left message	
12:52	Barbara McCall	City Representative	@ Barbara T. McCall Assoc	yes	(b)(6)	yes ✓
12:52	Ralph Garbarushian	Asst to City Rep	yes	(b)(6)	yes ✓	
12:55	Nancy R. Barbour				left message	
1:02	Patrick Lally		yes	(b)(6)	left message	yes ✓
2:17	Tom Crawford	Legislative Director	of Murray, Shan, Montgomery	yes	(b)(6)	yes ✓
2:37	Carolyn Phipp	Director of Gov. Relations	yes	(b)(6)	yes ✓	
2:45	Laura Madden	Assoc. of Brady Williams & Co.	yes	(b)(6)	yes ✓	
	Patrick Daley					
	Ken Brauer	Exec. Director of Nat Ass. of Loc Gov.	Env. Prot.	yes	(b)(6)	yes ✓

RAT

NEXTEA BRIEFING RSVP'S

DATE/ TIME	NAME	TITLE	ORGANIZATION	DOB/SSN	US CITIZEN? IF NOT YES, "LEFT MESSAGE"/ "REPLIED NO," ETC.	YOUR INITIALS
11:50	Martha		Alaska		left message	
	David Wetmore	Director (CA)	Wash. off. of		left message	
		CT staff			yes	
	Jonathan Jones	Delaware director			NO	
	Debby Kilmer				calling back	
	Frank Torres	Exec. Dir. Guam		yes	(b)(6)	✓ ←
	Terri Moreland	Ill.		yes	(b)(6)	✓ ←
	Steve Kennedy	Ill.		yes		✓ ←
	Jeff Viohl	Ind.			calling back	
	Steve Heyman	Md.			calling back	
	Patricia Nadler	Mass.	yes		(b)(6)	✓ ←
	LeAnne Redick	MI			left message	NO
12:14	Alison Burns	MN	yes		(b)(6)	✓ ←
	Eric Jaffe	MO	yes		(b)(6)	✓ ←
	Debra Marshall	MI	yes		(b)(6)	✓ ←
		fed. leg. lia.				

Withdrawal/Redaction Marker

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
003. memo	Memorandum of Call; RE: Personally Identifiable Information [partial] (2 pages)	00/00/0000	b(6)

COLLECTION:

Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
OA/Box Number: 12619

FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
db4292

RESTRICTION CODES

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**MEMORANDUM
OF CALL**

Previous editions usable

TO:

☐ YOU WERE CALLED BY— ☐ YOU WERE VISITED BY—

OF (Organization)

☐ PLEASE PHONE ▶ (Enter area code, if necessary) ☐ DSN

☐ WILL CALL AGAIN ☒ IS WAITING TO SEE YOU
☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

Eve Maldonado (b)(6)
(b)(6) yes
Senior Legis. Assoc.
Rep. League of CACities & San Francisco

RECEIVED BY DATE TIME

NSN 7540-00-634-4018
50363-112

OPTIONAL FORM 363 (Rev. 7-94)
General Services Administration

★ U.S. GOVERNMENT PRINTING OFFICE: 1995-385-890

**MEMORANDUM
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MESSAGE

Michelle Sealey
(b)(6) yes
w/ Eve Maldonado

RECEIVED BY DATE TIME

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MESSAGE

Patricia Daley Legislative Director
(b)(6) of Ungaretti & Harris
yes

RECEIVED BY DATE TIME

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50363-112

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MESSAGE

Robert Primus
DOB: (b)(6)
SS #: (b)(6)
U.S.

RECEIVED BY DATE TIME

NSN 7540-00-634-4018
50363-112

OPTIONAL FORM 363 (Rev. 7-94)
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☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

Jeff Jones

(b)(6)

yes

Legislative
Asst for
Birch,
Horton,
Brittner &
Secret

RECEIVED BY DATE TIME

NSN 7540-00-634-4018
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☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

(b)(6)

Brad Johnson
Partner in firm of
Huckins Delaheld, Howard

RECEIVED BY DATE TIME

NSN 7540-00-634-4018
50363-112

OPTIONAL FORM 363 (Rev. 7-94)
General Services Administration

★ U.S. GOVERNMENT PRINTING OFFICE: 1995-385-890

**MEMORANDUM
OF CALL**

Previous editions usable

TO:

☐ YOU WERE CALLED BY— ☐ YOU WERE VISITED BY—

OF (Organization)

☐ PLEASE PHONE ▶ ☐ FTS ☐ AUTOVON

☐ WILL CALL AGAIN ☐ IS WAITING TO SEE YOU
☐ RETURNED YOUR CALL ☒ WISHES AN APPOINTMENT

MESSAGE

(b)(6)

yes
~~Asst.~~

Elizabeth C. Kane
Canfield, Paddock & Stone

RECEIVED BY DATE TIME

63-110 NSN 7540-00-634-4018 STANDARD FORM 63 (Rev. 8-81)
Prescribed by GSA
FPMR (41 CFR) 101-11.6

**MEMORANDUM
OF CALL**

Previous editions usable

TO:

☐ YOU WERE CALLED BY— ☐ YOU WERE VISITED BY—

OF (Organization)

☐ PLEASE PHONE ▶ ☐ FTS ☐ AUTOVON

☐ WILL CALL AGAIN ☐ IS WAITING TO SEE YOU
☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

Jonathan Hoffman

(b)(6)

yes

Res. Intern @ N.H. Council for
Urban Econ Dev.

RECEIVED BY DATE TIME

63-110 NSN 7540-00-634-4018 STANDARD FORM 63 (Rev. 8-81)
Prescribed by GSA
FPMR (41 CFR) 101-11.6

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AUDIX

MEMORANDUM
OF CALL

Previous editions usable

TO:

☐ YOU WERE CALLED BY-- ☐ YOU WERE VISITED BY--

Steve Kennedy

OF (Organization)

Gov Edger's Office

☐ PLEASE PHONE ☐ FTS ☐ AUTOVON

202 624 7760

☐ WILL CALL AGAIN ☐ IS WAITING TO SEE YOU

☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

NEXTA

SS #

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DATE

18 May

TIME

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Withdrawal/Redaction Marker

Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
004. list	NEXTEA Briefing RSVP's; RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)

COLLECTION:

Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
OA/Box Number: 12619

FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
db4292

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P1** National Security Classified Information [(a)(1) of the PRA]
- P2** Relating to the appointment to Federal office [(a)(2) of the PRA]
- P3** Release would violate a Federal statute [(a)(3) of the PRA]
- P4** Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
- P5** Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
- P6** Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

- b(1)** National security classified information [(b)(1) of the FOIA]
- b(2)** Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
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- b(8)** Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
- b(9)** Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

NEXTEA BRIEFING RSVP'S

[004]

DATE/ TIME	NAME	TITLE	ORGANIZATION	DOB/SSN	US CITIZEN? IF NOT YES, "LEFT MESSAGE"/ "REPLIED NO," ETC.	YOUR INITIALS
	Dave Harstad	Rep. for	City of Indianapolis		yes	✓
5-19-97	Walker Davila	Rep	Bayamo, Puerto Rico		yes	3✓
	Jane M. Snowden-Mayer	Rep	Lansing MI Snowden, Mayer Assoc		yes	✓
	Nicole Petrogino	Rep	Lincoln NE, Bauman TX Pasca, Santa Cruz CA, Scottsdale AZ		yes	3✓
	Richard Parent		San Fran, CA Newark, NJ Gainesville FL			3✓
	Sherri Powan		San Fran Transit Auth, Eugene OR, Puerto Rico		yes	✓
	Carolyn Phillips		Tampa		yes	3✓
	Karin Rutledge		New Orleans		yes	✓
	Liz Schubert		Detroit - Jacksonville		yes	✓

Withdrawal/Redaction Marker

Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
005. note	Handwritten note; RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)

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Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
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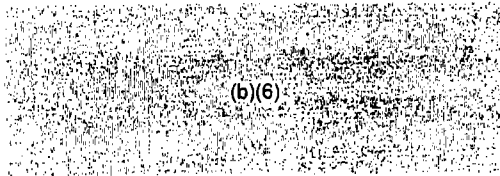
RR. Document will be reviewed upon request.

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hisa:

Jo Ann K. Chase



✓
[005]

for this meeting room 450
briefing "welfare to work"

she will be bringing
probably

JACK JACKSON JR.

will call w/ his info

NEXTEA BRIEFING CALLS

5/19/97

- Hello. My name is _____ (first name). I'm calling from the White House Office of Intergovernmental Affairs. Could I please speak with _____'s assistant?

- I'm calling to invite you to attend a briefing on NEXTEA [more specifically, the welfare-to-work funding and proposals within the NEXTEA package]. Senior Administration officials (tentative list is below) will be speaking at the briefing, which will be held tomorrow morning, **Tuesday, May 20, from 10:30 am until 12:00 pm in Room 450 of the Old Executive Office Building.** Do you think he/she will be able to attend?

- **If yes:** Please plan to arrive at the Pennsylvania Avenue Entrance to the OEOb by **10:00 am** tomorrow. You will need to bring photo identification.

(Please take down name, title, organization, date of birth, citizenship, and social security number for each guest.)

If not sure/maybe: We need to submit our final security list by **3pm today**. Could you please call me back by then to let me know if he/she will be attending?

If no: I am sorry you won't be able to join us. Thank you for your time.

- If you have any questions, feel free to contact the Intergovernmental Affairs Office at the White House. Our number is 202/456-2896.

Tentative List of Speakers

Rodney Slater, Secretary of Transportation

Bruce Reed, Assistant to the President for Domestic Policy

DATE/ TIME	NAME	TITLE	ORGANIZATION	DOB/SSN	US CITIZEN? IF NOT YES, "LEFT MESSAGE"/ "REPLIED NO," ETC.	YOUR INITIALS
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This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

THE WHITE HOUSE

WASHINGTON

MEMORANDUM

To: NEXTEA Briefing Participants
From: Suzanne Dale, Office of Intergovernmental Affairs
Re: Tomorrow's Briefing
Date: May 6, 1997

Thank you for your participation in tomorrow's briefing on NEXTEA and the CMAQ (Congestion Mitigation Air Quality) enhancement provisions within the reauthorization package of ISTEA (Intermodal Surface Transportation Efficiency Act).

The Vice President and several Senior Administration officials (tentative list is below) will be speaking at the briefing, which will be held tomorrow, **Wednesday, May 7**, from **10:00am until 12:00pm in the Roosevelt Room** in the West Wing. Please plan to arrive at the Northwest Gate in front of the West Wing **by 9:30 am**.

If you have any questions, feel free to contact me at 202/456-2896.

Tentative Agenda

Introduction and Overview

Jane Garvey, Deputy Administrator, Federal Highway Administration

Environmental Benefits of NEXTEA

Katie McGinty, Chair, Council on Environmental Quality

Clean Air Benefits of NEXTEA

Fred Hansen, Deputy Administrator, Environmental Protection Agency

Benefits of NEXTEA for Cities and Counties

Mayor Kurt Schmoke, Baltimore, MD

NEXTEA and Local Landuse

Hank Dittmar, Surface Transportation Policy Project

Vice President Albert Gore, Jr.

Withdrawal/Redaction Marker

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
006. email	Suzanne Dale to Richard Hayes at 05:19:53; RE: Personally Identifiable Information [partial] (2 pages)	05/06/1997	b(6)

COLLECTION:

Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
OA/Box Number: 12619

FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
db4292

RESTRICTION CODES

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- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

● Suzanne Dale

05/06/97 05:19:53 PM

Record Type: Record

To: Richard L. Hayes/WHO/EOP

cc: Lynn G. Cutler/WHO/EOP, SINGH_A @ A1 @ CD @ LNGTWY, Cecily C. Williams/WHO/EOP

Subject: Final List for NEXTEA Event

Unless something comes up, here is my final list:

Hon. Kurt Schmoke **coming to SW Gate, West Basement -- bringing several**
Mayor of Baltimore, MD advance staff/security who can wait in West Lobby**

(b)(6)

[006]

Hon. Stephen DelGiudice
Council Member
Prince George's County, MD

(b)(6)

Hon. Albert Eisenberg
Council Member
Arlington County, VA

(b)(6)

Hon. Glennon Harrison
Council Member
Rockville, MD

(b)(6)

Sharon DeHaney
Special Assistant to the Council Member
Office of Howard County Council Member Vernon Gray, MD

(b)(6)

Laura Whitton
Washington Office - Mayor Daley of Chicago

(b)(6)

Bob Fogel
Associate Legislative Director for
Transportation and Communications
National Association of Counties

(b)(6)

(b)(6)

(b)(6)

Journal of Management Education 30(6)

Len Simon

(b)(6)

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

Withdrawal/Redaction Marker

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
007. email	MAILMGT to Suzanne Dale at 04:10:00; RE:USSS and Personally Identifiable Information [partial] (1 page)	05/06/1997	b(7)(C), b(7)(F), b(6)

COLLECTION:

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MAILMGT @ A1
05/06/97 04:10:00 PM

Record Type: Record

To: Suzanne Dale

cc:

Subject: CONFIRMATION: APPT. REQUEST FOR VPOTUS

FROM: WAVES OPERATIONS CENTER - ACO: (b)(6), (b)(7)c, (b)(7)f
Date: 05-06-1997
Time: 21:08:07

[007]

This message serves as confirmation of an appointment for the visitors listed below.

Appointment With: VPOTUS
Appointment Date: 5/7/97
Appointment Time: 9:00:00 AM
Appointment Room: WW
Appointment Building: WH
Appointment Requested by: DALE SUZANNE
Phone Number of Requestor: 65080
Comments: THIS IS BALTIMORE MAYOR SCHMOKE AND HIS ADVANCE/SECURITY CREW
PLEASE PAGE SUZANNE DALE (7-5000) WHEN THEY ARRIVE. THAN

WAVES APPOINTMENT NUMBER: U27391

If you have any questions regarding this appointment,
please call the WAVES Center at 456-6742 and have the
appointment number listed above available to the
Access Control Officer answering your call.

TOTAL NUMBER OF NAMES SUBMITTED FOR ENTRY : 4
TOTAL NUMBER OF NAMES OF CLEARED FOR ENTRY: 4

DOWNS, ROBERT
HATCHER, COLLOWAY
PHILLIPS, CECILIA
SCHMOKE, KURT

(b)(6)



REQUEST FOR PARKING

OFFICIAL APPOINTMENT on West Executive Avenue

THIS FORM MUST BE RECEIVED AT LEAST 2 HOURS IN ADVANCE

or by 5:00 p.m. Friday for weekend parking.

OE0B 145, FAX 6-1655

Date Parking Needed:	<u>5/7/97</u>	Time:	<u>9am</u>	<u>11:30am</u>
Name of Driver:	<u>Cecilia Phillips</u>			
Names of Passengers:	<u>Baltimore Mayor Kurt Schmoke</u>			
	<u>Robert Downs</u>			
	<u>Colloway Hatcher</u>			
Reason Parking Needed:	<u>Event w/ VPOTUS in</u>			
	<u>Roosevelt Room</u>			
Make of Car:	<u>'95 Lincoln Towncar - black</u>			
State and License #:	<u>MD "MAYOR"</u>			
Requester's Name/Contact Person:	<u>Suzanne Dale</u>			
Requester's Office:	<u>IGA</u>			
Phone Extention:	<u>X 65080</u>			

- * All information must be provided.
- * It is the requesting office's responsibility to contact WAVES to clear in the driver and all passengers in the car.
- * Management and Administration reserves the right to deny any request for appointment parking.

Withdrawal/Redaction Marker

Clinton Library

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008. fax	Connie Page-Barnes to Suzanne Dale; RE: Personally Identifiable Information [partial] (1 page)	05/06/1997	b(6)

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FAX**COVER****CITY OF BALTIMORE**

KURT L. SCHMOKE, Mayor

OFFICE OF THE MAYOR

250 City Hall

Baltimore, Maryland 21202

Fax Number: (410) 625-1046

Email: Mayor@epfl2.epflbalto.org



Baltimore

Facts About...

America's City of Firsts

As part of Baltimore's 200th Anniversary, the Baltimore Bicentennial Committee is celebrating "Baltimore: America's City of Firsts." The Committee is now compiling a list of world, North American and United States of America FIRSTS which took place in our great City.

Did you know of these "Baltimore Firsts":

Commerce: home of the first post office system in the United States, inaugurated by William Goddard ~ 1774

Government and Civic: birthplace of the "Star-Spangled Banner" ~ 1841

Transportation: first public carrier railway in the United States: Baltimore & Ohio ~ 1827

Sports: first sports magazine, *American Turf Register* and *Sporting Magazine* ~ 1829



Date:

5/6/9711:15 am

To:

Suzanne Dale

Fax Number:

202 - 456 - 2889

Number of Pages (including cover sheet):

3

From:

Connie Page-BarnesOsborne
officer McCarter7:309:30 am

Phone Number:

396-3818[008]Robert Downs

(b)(6)

Comments:

Executive Protection Unit
"Mayor" - MD Lincoln Towncar
Black 95
Cecilia
Driver: ~~Karen~~ Phillips
Galloway Hatcher

(b)(6)

Advance:

The information transmitted with this cover sheet is intended only for the personal use of the recipient(s) named above. If you are not a designated recipient, or an employee or agent responsible for delivering the message to a designated recipient, you are hereby notified that you have received this communication in error and that any use, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone.

Clinton Library Photocopy

<http://www.ci.baltimore.md.us>

Agenda (draft)
NEXTEA Briefing
White House, Roosevelt Room
May 7, 1997
10:00 a.m.

- I. Introduction and Overview
Jane Garvey
Deputy Administrator
Federal Highway Administration
- II. Environmental Benefits of NEXTEA
Kathie McGinty
Chair, Counsel on Environmental Quality
- III. Clean Air Benefits of NEXTEA
Fred Hanson
Deputy Administrator, Environmental Protection Agency
(or David Gardiner/Mary Nichols)
- IV. Benefits of NEXTEA for Cities and Counties
Hon. Kurt Schmoke, Mayor of Baltimore, Maryland
- V. NEXTEA and Local Landuse
Hank Dittmar
Executive Director, Surface Transportation Project
- VI. Albert Gore, Jr.
Vice President of the United States

NEXTEA Briefing
White House, Roosevelt Room
May 6, 1997
10:00 a.m.

Christopher Boylan
NY Metropolitan Transportation Authority

Shirley DeLibero
New Jersey Transit

Denise Earley
Southeastern Pennsylvania Transportation
Authority

Martin G. Hamberger
MGH Associates

Robert L. Healy
APTA

Deborah Swarts Lipman
DC Metropolitan Area Transit Authority

Steven J. Hewitt
NY State DOT

Hank Dittmar
Surface Transportation Policy Project

Roy Kienitz
Surface Transportation Policy Project

Nancy Willis
Surface Transportation Policy Project

Hal Hiemstra
Rail-to-Trails Conservancy

Laurie Actman
Rail-to-Trails Conservancy

Thomas Shellabarger
U.S. Catholic Conference

Carol Wayman
National Congress for Community
Development

Allen Greenberg
League of American Bicyclists

Sarah Campbell
Surface Transportation Policy Project

Marcia Frenz
American Institute of Architects

Bill Wilkinson
Bicycle Federation of America

James B. Young
Linton, Miels, Reisler & Cottone

Elizabeth Thompson
Environmental Defense Fund

Dan Costello
National Trust for Historic Preservation

Christine Burdick
International Downtown Association

Bill Magavern
Public Citizen

Emil H. Frankel
New York City Partnership and Chamber of
Commerce

James W. Clarke
Sierra Club

Janet Oakley
Association of MPO's

Timothy Lidiak
National Transportation Enhancements
Clearinghouse

Robert S. Patten
Rails-to-Trails

David Hirsch
Friends of the Earth

Leslie Wollack
American Public Works Association

Douglas Howell
Environmental and Energy Study Institute

Tom Bolger
Government Relations, Inc.

Jeffrey F. Boothe
Oppenheimer, Wolff, and Donnelly

Robert F. Willis
Catholic University Law School

Heather J. Rowe
Natural Gas Vehicle Coalition

Nicholas W. Allard
Latham and Watkins

John Hunter
Irvine Company

Beverly Marshall
Southern California Edison

David Freer
Pacific Enterprises

John Horsley
U.S. DOT

Steve Palmer
U.S. DOT

Barbara Leach
U.S. DOT

Richard R. Kolodzies
Natural Gas Vehicle Coalition

Jane Garvey
U.S. DOT

Gordon Linton
U.S. DOT

John Lieber
U.S. DOT

+ 15 --
+ 10 -- *intergovernmental*
46

NEXTEA BRIEFING CALLS

5/5/97

- Hello. My name is _____ (first name). I'm calling from the White House Office of Intergovernmental Affairs. Could I please speak with _____'s scheduler?

(the mayor)

- I'm calling to invite ~~you~~ to attend a strategy briefing on NEXTEA [more specifically, the CMAQ ('congestion mitigation air quality program') enhancement provisions within the ISTEA package]. Senior Administration officials (tentative list is below) will be speaking at the briefing, which will be held this **Wednesday, May 7**, from **10:00 am until 12:00 pm in the Roosevelt Room** in the West Wing. Do you think he/she will be able to attend?

- **If yes:** Please plan to arrive at the Northwest Gate in front of the West Wing **by 9:30 am** on Wednesday.

(Please take down name, title, organization, date of birth, and social security number for each guest.)

If not sure/maybe: We need to submit our final security list by **4pm on Tuesday**. Could you please call me back by then to let me know if you will be attending?

If no: I am sorry you won't be able to join us. Thank you for your time.

- If you have any questions, feel free to contact the Intergovernmental Affairs Office at the White House. Our number is 202/456-2896.

Tentative List of Speakers

- ② Katie McGinty, Chair, Council on Environmental Quality
- ① Jane Garvey, Deputy Administrator, Federal Highway Administration
- ③ Fred Hansen, Deputy Administrator, Environmental Protection Agency

possible VP drop by - why?

Hank Dittmar - STPP

④ Mayor Kurt Schmoke *10:25am

⑤ VP drop by - 10:35am

open or Dave

Lynn

*IGA
@
Schmoke*

↑

*Honora
Friedman*

410/396-5136 FAX

Withdrawal/Redaction Marker

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
009. list	Invitees - NEXTEA Event; RE: Personally Identifiable Information [partial] (2 pages)	00/00/0000	b(6)

COLLECTION:

Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
OA/Box Number: 12619

FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
db4292

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P1 National Security Classified Information [(a)(1) of the PRA]
- P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P3 Release would violate a Federal statute [(a)(3) of the PRA]
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- P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

- b(1) National security classified information [(b)(1) of the FOIA]
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- b(3) Release would violate a Federal statute [(b)(3) of the FOIA]
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- b(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
- b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

Invitees -- NEXTEA Event
Page 1 of 3

[009]

Therese

County Officials

Hon. Michael Hightower, Commissioner
President, NACo
Fulton County, GA

p: 404/335-2840
f: 404/730-7122

(NO)

Tues. -

2nd mess.

4259

Hon. Randy Johnson, Commissioner
Hennepin County, MN
President-Fleet, NACo
p: 612/348-5295
f: 612/348-5295

NO

Hon. Betty Lou Ward, Commissioner
Wake County, NC
First Vice President, NACo
p: 919/733-1065
f: 919/870-4001

LMA

Swen
Reynolds
2nd mess.

Hon. Doug Bovin, Commissioner
Delta County, MI
p: 906/428-1636
f: 906/789-5197

406-789-5101

no answer
no making
on others

Hon. Carol Roberts, Commissioner
Palm Beach County, FL
p: 561/355-2202
f: 561/355-3990

NO

Kim

Hon. Wayne Hill, Commissioner
Gwinnett County, GA
p: 770/822-7097
f: 770/822-7097

NO

Hon. Wayne Curry, County Executive
Prince George's County, MD
p: 301/952-3784
f: 301/952-3784

fax

[LMA]

Al Eisenberg
Arlington Co.
AIA
left mess.

Hon. Steve DelGiedice, Council Member
Prince George's County, MD
p: 301/952-3238
f: 301/952-3238

52-5900
no answer

Hon. Vernon Gray, Council Member
Howard County, MD
p: 410/313-2001
f: 410/313-3297

Hon. Gerry Highland, Supervisor
Fairfax County, VA
p: 703/780-7518
f: 703/780-1491

LMA - prob. not

(NO)

Hon. Susan Heselton, Council Member
Harford County, MD
p: 410/638-3347
f: 410/893-4972

LMA

Barbara
will call
back

Larry Naake, Executive Director
National Association of Counties
p: 202/393-6226
f: 202/393-2630

LMA

Reginald Todd, Legislative Director
National Association of Counties
p: 202/393-6226
f: 202/393-2630

LMA

Bob Egel, Staff
National Association of Counties
p: 202/393-6226
f: 202/393-2630

yes

Associate
Leg. Dir
for
Trans/
mm.

Mayors

Hon. Richard Daley
Mayor of Chicago, IL
p: 312/744-3300
f: 312/744-2324

(b)(6)

[LMA]

Kate Hanley
Fairfax
Jerry Connolly
Fairfax

marcus
Simon
l mess.

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(NO) ~~Hon. Jerry Abramson~~
Mayor of Louisville, KY
p: 502/574-3065
f: 502/574-4317

Hon. Victor Ashe
Mayor of Knoxville, TN
p: 423/215-2040
f: 423/215-2978

Hon. Deedee Corradini
Mayor of Salt Lake City, UT
t: 801/535-7704
f: 801/535-6331

(NO) ♀ ~~Hon. J. Christian Bollwage~~
Mayor of Elizabeth, NJ
p: 908/820-4170 / 4171
f: 908/820-0130

Hon. Roxanne Qualls
Mayor of Cincinnati, OH
p: 513/352-3250
f: 513/352-5201

Hon. Bill Campbell
Mayor of Atlanta, GA
p: 404/330-6021
f: 404/658-7361

Hon. Kenneth L. Barr
Mayor of Fort Worth, TX
p: 817/871-6118
f: 817/871-6187

(NO) ~~Hon. Tom Murphy~~
Mayor of Pittsburgh, PA
p: 412/255-6780
f: 412/255-8602

Hon. Edward Rendell
Mayor of Philadelphia, PA
p: 215/686-2181
f: 215/686-2170

LM, wants for
+ 215-686-2180

Hon. Dennis Archer
Mayor of Detroit, MI
p: 313/224-6340
f: 313/224-4128

Hon. Kurt Schmoke
Mayor of Baltimore, MD
p: 410/396-3835
f: 410/576-9425

Municipal Officials

~~Hon. Mark Schwartz~~
President, NLC
Council Member,
Oklahoma City, OK
p: 405/297-2570
f: 405/297-2570

Hon. Brian O'Neil
First Vice President, NLC
Council Member
Philadelphia, PA
p: 215/686-3422
f: 215/563-3162

Hon. Clarence Anthony
Second Vice President
Mayor, South Bay, FL
p: 561/996-6751
f: 561/996-7950

~~Hon. Greg Biel~~
Chair, NLC Transportation Committee
Council Member, Scottsdale, AZ
p: 602/994-2550
f: 602/994-2738

Hon. Mary Poss
Vice-Chair, NLC Transportation Comm.
Council Member, Dallas, TX
p: 214/670-4050
f: 214/670-5117

Hon. Robert Benke
Vice-Chair
Mayor, New Brighton, MN
p: 612/638-2100
f: 612/638-2044

~~no audio~~
Pat ~~LM~~ *Rindquist*

Hon. Roosevelt ~~Ben~~ Bell
Council Member
Birmingham, AL
p: 205/254-2294
f: 205/254-2603

~~LM~~

Hon. Dale Pope
Council Member
Everett, WA
p: 206/259-8703
f:

~~LM~~

Hon. John Robert Smith
Mayor
Meridian, MS
p: 601/485-1927
f:

~~LM~~

Hon. Ken Barr
Mayor
Fort Worth, TX
p: 817/871-6193
f:

~~LM~~
check #?

~~we need to call :-~~

~~Councilmember Steve DelGiedice~~

~~Prince George's Ctry, MD +: 301-952-3700~~

~~* NO ANSWER / NO AUDIX~~

~~Mayor J. Christian Bollwage~~

~~Elizabeth, NJ +: 908-820-470/4171~~

~~* NO ANSWER / NO AUDIX~~

~~Councilmember Mark Schwartz~~

~~Oklahoma City, OK +: 405-297-2345~~

~~* NO AUDIX~~

~~Mayor Robert Benke~~

~~New Brighton, MN +: 612-638-2100~~

~~* NO AUDIX~~

~~Commissioner Doug Bovin~~

~~Delta Ctry, MI +: 906-784-5101~~

~~* NO AUDIX~~



440 First Street N.W. • Washington, D.C. 20001 • 202/393-2630

NACo FACSIMILE COVER LETTER

TO: Suzanne Dale

TELEFAX NUMBER: 456.2889

FROM: B. Foyl

DATE: 5/5/92

TELEFAX NUMBER: 202/393-2630

CONTACT PERSON: _____

TOTAL NUMBER OF PAGES TRANSMITTED, INCLUDING THIS COVER
LETTER: 3

COMMENTS: _____



May 5, 1997

TO: Suzanne Dale

FROM: Bob Fogel

RE: Requested List

Below you will find a list of 12 county officials with their counties and FAX numbers and 3 NACO staff members. The out-of-town officials are prioritized as are those from the Washington metro area. Call me if you have any questions.

Commissioner Michael Hightower
Fulton County, GA
404-335-2840

Commissioner Randy Johnson
Hennepin County, MN
612-348-5295

Commissioner Betty Lou Ward
Wake County, NC
919-733-1065

Commissioner Doug Bovin
Delta County, MI
906-428-1636

Commissioner Carol Roberts
Palm Beach County, FL
407-355-2202

Commissioner Wayne Hill
Gwinett County, GA
770-822-7097

County Executive Wayne Curry
Prince George's County, MD
301-952-3784

Council Member Steve Del Giudice
Prince George's County, MD
301-952-3238

Council Member Vernon Gray
Howard County, MD
410-313-3297

Staff

Supervisor Gerry Hyland
Fairfax County, VA
703780-1491

Council Member Susan Heseltun
Harford County, MD
410-893-4972

Supervisor Michelle McQuigg
Prince William County, VA
703-792-4833 (p. 4644)

Bob Fogel
NACo Staff

Reginald Todd
NACo Staff

Larry Naake
NACo Staff

13083 CHANN PARK Drive
Prince William, VA 22192.

(703) 792 4644 Direct Line
~~703-792-4600~~ FAX 703-792-4833

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
010. email	Suzanne Dale to Richard Hayes at 12:55:57; RE: Personally Identifiable Information [partial] (1 page)	05/06/1997	b(6)

COLLECTION:

Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
OA/Box Number: 12619

FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
db4292

RESTRICTION CODES

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RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

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- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

● Suzanne Dale

05/06/97 12:55:57 PM

Record Type: Record

To: Richard L. Hayes/WHO/EOP

cc: Lynn G. Cutler/WHO/EOP, SINGH_A @ A1 @ CD @ LNGTWY, Cecily C. Williams/WHO/EOP

Subject: Revised List #1

Here's the list I just sent w/one addition at the top. Can you please continue to hold 10 slots for IGA? I think we'll get at least a couple more responses. THANKS.

Hon. Brian O'Neil
First Vice President
National League of Cities
Council Member
Philadelphia, PA

(b)(6)

Hon. Kurt Schmoke
Mayor of Baltimore, MD

(b)(6)

Hon. Stephen DelGiudice
Council Member
Prince George's County, MD
Calling back w/info.

judice

Sharon DeHaney
Special Assistant to the Council Member
Office of Howard County Council Member Vernon Gray, MD

(b)(6)

Bob Fogel
Associate Legislative Director for
Transportation and Communications
National Association of Counties

(b)(6)

Laurie Saroff
Legislative Counsel
National League of Cities

(b)(6)

Kevin McCarty
(b)(6)

[010]

Richard Westbrook
USCM
Laura Witten^h
Mayor of Chicago

(b)(6)

Deputy Mayor
Kaya

Saroff - Mayor Jc. North
15-20

DOT 62223 Dorothy
66546 FAX
Schmokes bio.

Kevin
626-3042

NLC
USCM
NACO

electeds
trans.

cities prefer
role - audience

C-MAQ
enhancement provisions

congestion
mitigation
air quality plan

vital to assisting urban
areas -

welfare-to-work - \$ for trans.

vital
urban
mobility
comm.

Kevin
McCarty
456-2884 FAX
243-7070

USEM
Jerry
Abramson

20 people - 1 staff - photo from
their org. - CMA2

VPOTUS

- ● McGinty
- ● Brownert or Fred Hansen
- ● Jane Sarvey, PHA

Hank
STTP

hope that
goals: Hill visits - afternoon

press - clear - top priorities

newsletter - FLOTUS

VPOTUS

[coffee table]

new



Richard L. Hayes

05/05/97 01:16:06 PM

Record Type: Record

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

cc: John Horsely @ 3661524 @ fax, Steve Palmer @ 3661524 @ fax, Barbara Leach @ 3661524 @ fax

Subject: NEXTEA BRIEFING

You are invited to attend an important briefing regarding the Administration's NEXTEA proposal.

n2v gate
The briefing will be held Wednesday, May 7, 1997 in the Roosevelt Room at the White House. The briefing will start promptly 10 a.m., but you should plan on arriving at 9:30 a.m. so that you can be cleared in a timely manner. Your social security numbers and birthdates were previously supplied to us, but make sure that you have some sort of picture identification with you, in order to gain admittance to the White House. If you have any questions in the mean time, I can be reached at 202-456-5074. Also, if you are unable to attend, would you please let me know.

Thank you for taking time out of your busy schedule to attend this briefing and I look forward to seeing you on Wednesday.

[Handwritten signature] *[Handwritten initials]*

Message Sent To: _____

May 5, 1997

MEMORANDUM FOR RICHARD HAYES

FROM: Lynn Cutler and Suzanne Dale, Intergovernmental Affairs

SUBJECT: List of elected officials for NEXTEA Event

Attached please find a list of local elected officials who we would like invited to the NEXTEA event on Wednesday.

Please do not hesitate to contact either of us if you have any questions or need any additional information. We can be reached at 6-2896.

Invitees -- NEXTEA Event

Page 1 of 3

County Officials

Hon. Michael Hightower, Commissioner
President, NACo
Fulton County, GA
p: 404/335-2840
f: 404/730-7122

Hon. Randy Johnson, Commissioner
Hennepin County, MN
President-Elect, NACo
p: 612/348-5295
f: 612/348-5295

Hon. Betty Lou Ward, Commissioner
Wake County, NC
First Vice President, NACo
p: 919/733-1065
f: 919/870-4001

Hon. Doug Bovin, Commissioner
Delta County, MI
p: 906/428-1636
f: 906/789-5197

Hon. Carol Roberts, Commissioner
Palm Beach County, FL
p: 561/355-2202
f: 561/355-3990

Hon. Wayne Hill, Commissioner
Gwinnett County, GA
p: 770/822-7097
f: 770/822-7097

Hon. Wayne Curry, County Executive
Prince George's County, MD
p: 301/952-3784
f: 301/952-3784

Hon. Steve DelGiedice, Council Member
Prince George's County, MD
p: 301/952-3238
f: 301/952-3238

Hon. Vernon Gray, Council Member
Howard County, MD
p: 410/313-2001
f: 401/313-3297

Hon. Gerry Highland, Supervisor
Fairfax County, VA
p: 703/780-7518
f: 703/780-1491

Hon. Susan Heselton, Council Member
Harford County, MD
p: 410/638-3347
f: 410/893-4972

Larry Naake, Executive Director
National Association of Counties
p: 202/393-6226
f: 202/393-2630

Reginald Todd, Legislative Director
National Association of Counties
p: 202/393-6226
f: 202/393-2630

Bob Fogel, Staff
National Association of Counties
p: 202/393-6226
f: 202/393-2630

Mayors

Hon. Richard Daley
Mayor of Chicago, IL
p: 312/744-3300
f: 312/ 744-2324

Hon. Jerry Abramson
Mayor of Louisville, KY
p: 502/574-3065
f: 502/574-4317

Hon. Victor Ashe
Mayor of Knoxville, TN
p: 423/215-2040
f: 423/215-2978

Hon. Deedee Corradini
Mayor of Salt Lake City, UT
t: 801/535-7704
f: 801/ 535-6331

Hon. J. Christian Bollwage
Mayor of Elizabeth, NJ
p: 908/820-4170
f: 908/820-0130

Hon. Roxanne Qualls
Mayor of Cincinnati, OH
p: 513/352-3250
f: 513/352-5201

Hon. Bill Campbell
Mayor of Atlanta, GA
p: 404/330-6021
f: 404/658-7361

Hon. Kenneth L. Barr
Mayor of Fort Worth, TX
p: 817/871-6118
f: 817/871-6187

Hon. Tom Murphy
Mayor of Pittsburgh, PA
p: 412/255-6780
f: 412/255-8602

Hon. Edward Rendell
Mayor of Philadelphia, PA
p: 215/686-2181
f: 215/ 686-2170

Hon. Dennis Archer
Mayor of Detroit, MI
p: 313/224-6340
f: 313/224-4128

Hon. Kurt Schmoke
Mayor of Baltimore, MD
p: 410/396-3835
f: 410/ 576-9425

Municipal Officials

Hon. Mark Schwartz
President, NLC
Council Member,
Oklahoma City, OK
p: 405/297-2570
f: 405/297-2570

Hon. Brian O'Neil
First Vice President, NLC
Council Member
Philadelphia, PA
p: 215/686-3422
f: 215/563-3162

Hon. Clarence Anthony
Second Vice President
Mayor, South Bay, FL
p: 561/996-6751
f: 561/996-7950

Hon. Greg Bieli
Chair, NLC Transportation Committee
Council Member, Scottsdale, AZ
p: 602/994-2550
f: 602/994-2738

Hon. Mary Poss
Vice-Chair, NLC Transportation Comm.
Council Member, Dallas, TX
p: 214/670-4050
f: 214/670-5115

Hon. Robert Benke
Vice-Chair
Mayor, New Brighton, MN
p: 612/638-2100
f: 612/638-2044

Hon. Roosevelt Belt
Council Member
Birmingham, AL
p: 205/254-2294
f: 205/254-2603

Hon. Dale Pope
Council Member
Everett, WA
p: 206/259-8703
f:

Hon. John Robert Smith
Mayor
Meridian, MS
p: 601/485-1927
f:

Hon. Ken Barr
Mayor
Fort Worth, TX
p: 817/871-6193
f:



THE UNITED STATES CONFERENCE OF MAYORS

1620 EYE STREET, NOKI HWEST
WASHINGTON, D.C. 20006
TELEPHONE (202) 293-7330
FAX (202) 293-2352

Office: (202) 293-7330

Fax: (202) 293-2352

FACSIMILE TRANSMITTAL SHEET

DATE: 5/5/94FAX NO: 456-2889TO: Suzanne DaleFROM: Tom Cochran

DEPT. _____

EXT. NO. _____

NUMBER OF PAGES (INCLUDING COVER SHEET) 3COMMENTS: _____

Please notify sender if you do not receive complete transmission.

(202) 293-7330

**The U.S. Conference of Mayors Suggested Invitees to
May 7, 1997 White House Meeting on ISTEA's CMAQ Program**

Richard M. Daley
Mayor of Chicago
Tel: (312) 744-3300
Fax: (312) 744-2324

Jerry Abramson
Mayor of Louisville
Tel: (502) 574-3065
Fax: (502) 574-4317

Victor Ashe
Mayor of Knoxville
Tel: (423) 215-2040
Fax: (423) 215-2978

Deedee Corradini
Mayor of Salt Lake City
Tel: (801) 535-7704
Fax: (801) 535-6331

J. Christian Bollwage
Mayor of Elizabeth
Tel: (908) 820-4170
Fax: (908) 820-0130

Roxanne Qualls
Mayor of Cincinnati
Tel: (513) 352-3250
Fax: (513) 352-5201

Bill Campbell
Mayor of Atlanta
Tel: (404) 330-6021
Fax: (404) 658-7361

Kenneth L. Barr
Mayor of Fort Worth
Tel: (817) 871-6118
Fax: (817) 871-6187

Tom Murphy
Mayor of Pittsburgh
Tel: (412) 255-6780
Fax: (412) 255-8602

Edward Rendell
Mayor of Philadelphia
Tel: (215) 686-2181
Fax: (215) 686-2170

Dennis Archer
Mayor of Detroit
Tel: (313) 224-6340
Fax: (313) 224-4128

Kurt Schmoke
Mayor of Baltimore
Tel: (410) 396-3835
Fax: (410) 576-9425

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Clinton Presidential Records
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FOLDER TITLE:

NEXTEA [National Economic Crossroads Transportation Efficiency Act] Spring '97

2015-0463-F
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RESTRICTION CODES

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MEMORANDUM
OF CALL

Previous editions usable

TO: SUZANNE Cndmember
Rockville,
MD
☒ YOU WERE CALLED BY— ☐ YOU WERE VISITED BY—
LORI SAROFF Trans. Comm.

OF (Organization)
Nat. League C. Files
☒ PLEASE PHONE (Enter area code, if necessary) ☐ DSN
302 626 3042

☐ WILL CALL AGAIN ☐ IS WAITING TO SEE YOU
☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

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NAME: GLENNON HARRISON
DOB :
SS : (b)(6) [011]

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50363-112

OPTIONAL FORM 363 (Rev. 7-94)
General Services Administration

★ U.S. GOVERNMENT PRINTING OFFICE: 1995-385-890

National League of Cities

Memo

To: Suzanne Dale
From: Laurie Saroff
Date: May 5, 1997
Re: CMAQ and Enhancements Event

P. = 703/792.4644
 FAX = 703/792-4833.
 ADDRESS: 13083
 CHIN N PARK DR.
 PRINCE WILLIAMS, VA 22192

The following list is suggested people for the event next Wednesday. NLC has members that are in the districts for every Member on the T&I Committee. However, I have provided NLC leadership and members of the NLC Transportation Committee that match T&I Members.

Thank you for your help. If you have any questions, please call me at (202) 626-3042.

NLC Leadership:

Mark Schwartz
 President
 Council Member, Oklahoma City, Oklahoma

Brian O'Neill
 First Vice-President
 Council Member, Philadelphia, Pennsylvania

Clarence Anthony
 Second Vice-President
 Mayor, South Bay, Florida

Transportation Committee Leadership:

Greg Bielli
 Chair
 Council Member, Scottsdale, Arizona

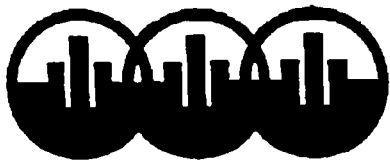
Mary Poss
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 Council Member, Dallas, Texas

Robert Benke
 Vice-Chair
 Mayor, New Brighton, Minnesota

Spencer Bachus (R-AL-6)
 Jack Metcalf (R-WA-2)
 Charles Pickering, Jr. (R-MS-3)
 Kay Granger (R-TX-12)

Roosevelt Bell, Council Member, Birmingham
 Dale Pope, Council Member, Everett
 John Robert Smith, Mayor, Meridian
 Ken Barr, Mayor, Ft. Worth

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National League of Cities

FAX SHEET

National League of Cities
1301 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

Date: May 3To: Suzanne Dale

Of: _____

Office Telephone #: (____) _____

FAX NUMBER: (____) _____

From: Laurie ScarffOffice Telephone #: (202) 626- 3042

FAX NUMBER: (202) 626-3043

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National League of Cities

FAX SHEET

National League of Cities
1301 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

Date: May 3To: Suzanne Dale

Of: _____

Office Telephone #: (____) _____

FAX NUMBER: (____) _____

From: Louise ScarffOffice Telephone #: (202) 626- 3042

FAX NUMBER: (202) 626-3043

Total Number of Pages Being Transmitted: 2
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Robert Benke
 Vice-Chair
 Mayor, New Brighton, Minnesota

Spencer Bachus (R-AL-6)	1	Roosevelt Bell, Council Member, Birmingham
Jack Metcalf (R-WA-2)	2	Dale Pope, Council Member, Everett
Charles Pickering, Jr. (R-MS-3)	3	John Robert Smith, Mayor, Meridian
Kay Granger (R-TX-12)	4	Ken Barr, Mayor, Ft. Worth

• Page 1

4. KEN BARR
 817/871-6193
 1000 THROCKMORTON ST.
 FT. WORTH, TX 76102

1. Roosevelt Bell 205/254-2294
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2. Dale Pope. 206/259-8703
 3002 WELMORE
 EVERETT, WA 98201

3. John Robert Smith. 601-485-1927
 P.O. Box 1430, MERIDIAN, MS. 39302

categories. The project, now complete, received an architectural award.

Congestion Mitigation and Air Quality Improvement Program

It takes more than technology to combat air pollution. Creativity, community involvement and flexibility are essential, too, and that's what ISTEA's CMAQ program is designed to promote. Over \$3.6 billion of CMAQ funds have been obligated under ISTEA, with nearly half going to support transit improvements. In fact, CMAQ has transferred a far greater percentage of funds to transit improvements than any other flexible funding program in ISTEA. The remainder of the funds has gone to bicycle and pedestrian projects, shared-ride services, demand-management strategies, and emission inspection and maintenance programs.



Boise, Idaho: Clean-Fuel Buses

In Boise, what may be the bus fleet of the future is in operation right now. Using CMAQ funds, the city is replacing 28 of its outdated diesel buses with a fleet of small and medium-sized buses powered by compressed natural gas (CNG). Twenty-two of the buses will serve

For

456-2889

Suzanne Steele

(4 pages)

From: John Horsley - 366-4523

the city's existing bus routes, while the remaining six buses will serve new routes. One of these new routes extended transit service to Boise State University in a partnership that has increased bus ridership and improved mobility on campus. A CNG fueling facility was also constructed in conjunction with the transition to alternative-fuel buses, and in a second partnership, Intermountain Gas Company provided a service line for the CNG fueling facility free of charge, saving taxpayers \$76,000.

In line with ISTEA's goal of citizen participation in transportation decisions, Boise encouraged residents to attend CMAQ hearings and contribute to the project selection process. City officials believe this approach has laid the groundwork for even more productive citizen participation in the future.

Transportation Enhancements

With a wide-ranging law like ISTEA, sometimes the smallest programs can have the biggest effects. The Transportation Enhancements program represents a relatively minor share of ISTEA funding, but it has had major benefits for people and communities across the Nation. Projects undertaken with



Rails-To-Trails Conservancy

Transportation Enhancements funding have improved the nation's multimodal transportation system by providing new transportation options, boosted local economies, brought communities together to solve local problems, and encouraged public support for transportation projects.

Transportation Enhancement funds have been used to build bicycle and pedestrian trails, rehabilitate AMTRAK and transit stations, conserve scenic byways, and improve the infrastructure of downtown business areas. For communities, the benefits of the Transportation Enhancement program have far surpassed expectations.

Cliff Walk Restoration, Newport, Rhode Island

Once it was the summer playground of the nation's wealthiest citizens. Now Newport, Rhode Island, is one of New England's foremost tourist attractions. Visitors can even stroll in the footsteps of millionaires along the Cliff Walk, a 3.5-mile path bordered by the historic mansions on the west and the ocean shoreline to the east. But the Cliff Walk which had been designated as a National Historic Landmark had been damaged from storms, wave action, and surface runoff.

A \$4.2 million restoration effort funded through ISTEA's transportation enhancement program ensured the Cliff Walk's long-term survival and made the path safer and more accessible to the disabled. As an indication of how important this project is considered to be to the local economy, project sponsors contributed more than double the local match required.

Stone Arch Bridge Rehabilitation, Minneapolis, Minnesota

Once closed and abandoned, Minneapolis's Stone Arch Bridge over the Mississippi River now serves as a beautiful gateway to the city. \$2.8 million in Transportation Enhancement funds helped restore the nineteenth-century bridge so it could be reopened as a short-line trolley, bicycle and pedestrian corridor. It connects the downtown business area with the University of Minnesota and serves as the key link in the St. Anthony Falls Heritage Trail, a two-mile walking and bicycle trail that features an extensive system of interpretive and directional signs and information kiosks.

ley, bicycle and pedestrian corridor. It connects the downtown business area with the University of Minnesota and serves as the key link in the St. Anthony Falls Heritage Trail, a two-mile walking and bicycle trail that features an extensive system of interpretive and directional signs and information kiosks.

The bridge rehabilitation has created both an important transportation link and a valuable urban amenity. The project ties the east and west sides of the Mississippi River together directly below St. Anthony Falls, the only waterfall on the river. A natural gas fueled trolley now links the downtown business and convention district with the waterfront's scenic vistas and historic flour mills. These attractions draw thousands of visitors to the stores and restaurants along the riverfront.

Schuylkill River Park, Philadelphia, Pennsylvania

It's one of Philadelphia's greatest assets, but some of it has been in hiding for years. Now the Schuylkill River is ready to make a grand reappearance as the focal point of Schuylkill River Park a new city amenity made possible in large measure by \$4 million in Transportation Enhancement funds.

The river park will connect with a 23-mile-long multiuse pathway that will link Center City Philadelphia with a trail system that extends to historic Valley Forge. The park will



serve as an important link to historic and cultural sites such as the Fairmont Water Works, the Philadelphia Art Museum, 30th Street Station, the University Museum, the canal at Manayunk, Bartram's Garden, and Fort Mifflin.

The bicycle and pedestrian pathway will also open up new options for commuters. The route into Center City will be free of vehicular traffic. Once in the downtown area, bikers and pedestrians will have a choice of five exits from the trail. John Randolph, executive director of the Schuylkill River Development Council, says bridges over the bikeway carry city streets served by numerous bus lines, and there are plans to construct bike storage facilities in these areas. "It's a tremendous opportunity to relieve congestion," he says.

Baltimore-Washington International Airport,

Maryland

When you think about airport transportation, bicycles don't usually come to mind. But a 14.5-mile bike trail circling Baltimore-Washington International Airport is the centerpiece of a unique intermodal project that was the first transportation enhancement project to receive FHWA funding under ISTEA. When the BWI Trail is completed in 1998, it will link five modes of transportation: rail, transit, highways, aviation and bicycle-pedestrian facilities. It will connect communities around the airport with the Linthicum Light Rail Station to the north, the Baltimore & Annapolis Trail to the east, and an Amtrak station and Patapsco State Park to the west.

The trail, whose development has involved close partnerships among five State and county agencies and numerous community groups, is already linking communities and neighborhoods and creating new options for commuters. The 10-foot-wide trail made of asphalt and wooden boardwalks is separate from roadways for most of its route, winding through woodlands and residential areas, around wetlands and across scenic overlooks. Lou Maddox, a member of the board of directors of the Glen Burnie Improvement Association, says, "The new trail connects communities the way railroads did. But unlike the railroads, you don't have to board at the station. You can get onto the trail right from your home or from a busy street."

welfare recipients' transition to work. And NEXTEA provides greater flexibility for states and localities to target funds to projects that best meet community needs.

I appreciate the serious attention the Committee is giving to these proposals, which are fully consistent with the commitment to a balanced budget with balanced values expressed by President Clinton and agreed to by Congressional negotiators last week. Now, as you move toward finalizing legislation for Committee consideration, I want to underscore the importance the President and his entire Administration place on several key elements of NEXTEA.

Protecting the Environment

As President Clinton said on March 12, ISTEA reauthorization "is one of the most important pieces of environmental legislation that will be considered by Congress in the next two years." ISTEA has been an effective tool in the national effort to reduce air and water pollution, to preserve wetlands and open space, and to make transportation facilities more compatible with the environment. The Congestion Mitigation and Air Quality (CMAQ) and the Transportation Enhancements (TE) programs have contributed tremendously to that success. ISTEA authorized an average of \$1 billion annually for CMAQ to help communities ensure healthy air for their citizens. This funding has been used for a range of innovative projects -- everything from cleaner natural gas buses in Cleveland and Boise, and a child care facility to promote ridership at a San Jose transit facility, to an emissions inspection and maintenance program in Indiana. Our NEXTEA bill proposes to continue and expand on the success of CMAQ by increasing authorized funding by 30%, by expanding eligibility to cover additional pollutants, and by ensuring that no state loses CMAQ funds as a result of potential changes in air quality standards. CMAQ is an important way for the Federal government to be a partner in helping areas achieve Federal clean air standards. We also know, through our extensive outreach efforts, that the Federal investment in enhancements has gone a long way to preserve and return to life community facilities that are an important part of America's heritage. The increased funding levels proposed in NEXTEA are essential to continue these successful efforts.

The Administration strongly opposes proposals to permit CMAQ and TE funds to be shifted to other categories. CMAQ is already the most flexible of all Federal transportation funding programs: it permits states and metropolitan areas to invest in virtually any project, regardless of mode, that helps states and localities to achieve applicable clean air goals. Transportation Enhancements funds have supported a broad range of projects that strengthen the cultural, aesthetic and environmental aspects of our transportation system. We strongly urge the Committee to maintain these successful programs intact, and would oppose proposals to dilute funding for them or permit diversion to other programs.

Safety

NEXTEA includes a variety of initiatives to improve the safety of our transportation system. As the President has said, "[i]f there is one thing we can do to save thousands of American lives, it is to increase seat belt use nationwide." We strongly urge substantial funding for state and local programs to increase seat belt usage and to reduce drunk and drugged driving. The bill must also

NEXTEA

*THE NATIONAL ECONOMIC
CROSSROADS TRANSPORTATION
EFFICIENCY ACT*

*SHAPING AMERICA'S SURFACE
TRANSPORTATION SYSTEM FOR THE
21ST CENTURY*

MARCH 12, 1997

THE NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

Today, President Clinton will announce the National Economic Crossroads Transportation Efficiency Act (NEXTEA), a six-year, \$175 billion investment program to improve America's highways, bridges, transit systems, and railroads; lower the toll in lives and health care costs from motor vehicle crashes; enhance America's environment; and support mobility and economic prosperity. NEXTEA increases surface transportation funding by \$17 billion, or 11 percent, over the \$157 billion authorized by ISTEA.

■ **"REBUILDING AMERICA" -- \$175 BILLION INVESTMENT WHILE BALANCING THE BUDGET**

- Increases funding for core highway programs by 30 percent over ISTEA levels.
- Provides greater flexibility for states and localities to target funds that best meet community needs.
- Expands programs for innovative financing to leverage federal dollars.
- Provides \$600 million to deploy intelligent transportation technology to cut travel time and enhance safety.

■ **PUTTING A STRONGER EMPHASIS ON SAFETY**

- Increases funding for the National Highway Transportation Safety Administration by 25 percent to \$395 million.
- Increases highway and truck safety funding by \$2 billion.
- Increases funding for drunk driving prevention by 60 percent.
- Creates and expands programs to increase the proper use of safety belts and child restraints, reduce drunk and drugged driving, and continue research into building safer roads and vehicles.

■ **PROTECTING THE ENVIRONMENT**

- Increases funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by 30 percent, to \$1.3 billion annually.
- Increases Transportation Enhancements funding by more than 25 percent to support bike paths, pedestrian walkways and other community-oriented projects.
- Expands CMAQ eligibility to include regions that fail to meet any new air quality standard.
- Provides greater flexibility for state and local investment in non-polluting modes of transportation.

■ **INVESTING \$600 MILLION TO MOVE PEOPLE FROM WELFARE TO WORK**

- Supports flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are.
- Increases incentives for states and localities to provide job training for federally-funded technology and construction projects.

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REBUILDING AMERICA

America's prosperity and quality of life are linked to our transportation system's efficiency, which keeps production costs low and maintains our international competitiveness. When President Clinton promised to "rebuild America" five years ago, this system suffered from inadequate capacity, deteriorating infrastructure, and poor connections among different forms of transportation. The President has worked with Congress to make good on his promise, taking advantage of ISTEA to raise infrastructure investment to record levels.

ISTEA SUCCESSES

- ✓ Under President Clinton, federal transportation infrastructure investment increased 21 percent, to an average of \$25.5 billion annually.
- ✓ Many indicators of highway conditions and performance have stabilized or improved. The condition of bridges and highway pavement, which had been deteriorating, has stabilized. We have kept pace with our transportation system's maintenance requirements and stopped its deterioration.
- ✓ Transit investment has increased, including over \$3 billion transferred using ISTEA's flexible funding provisions. Nearly 26,000 new buses and nearly 600 new rail cars have been bought for state and local transit agencies, and more than 100 miles of new transit lines serving more than 100 new stations are under construction. Transit speeds have improved by an average of about 10 percent.

KEY NEXTEA PROVISIONS

- NEXTEA builds on ISTEA's successes while helping us to move towards a balanced budget. It would authorize about \$175 billion for surface transportation programs from 1998 through 2003, an 11 percent increase over ISTEA. The proposed authorization levels would sustain or expand core programs such as the National Highway System, maintenance of the Interstate Highways, bridge reconstruction, and mass transit.
- NEXTEA gives state and local officials greater flexibility to target funds towards projects that best meet community needs, including Amtrak and intercity rail passenger facilities. It also increases the tools available to them by making intelligent transportation systems eligible under all major program categories and by expanding innovative finance strategies to cut red tape and to leverage private and nonfederal public resources.

A COMMITMENT TO SAFETY

More than 40,000 Americans die and three million are injured in motor vehicle crashes each year, inflicting a tragic toll on millions of families. In addition, these crashes cost our economy \$150 billion annually, including \$14 billion paid directly by taxpayers for expenses such as health care and emergency services. Improved safety can help to control these costs.

ISTEA SUCCESSES

- ✓ Under ISTEA, with its enhanced commitment to safety, highway fatalities have been lower than in decades, averaging about 41,000 annually. Safety belt use has grown from 11 percent of motorists in 1982 to 68 percent last year. Alcohol-related fatalities have decreased from 57 percent of crashes in 1982 to 41 percent in 1995.

KEY NEXTEA PROVISIONS

Our challenge is to continue the progress on safety even as traffic increases. Recently, we have seen warning signs that we may be approaching the limits of progress under ISTEA: the fatality rate has stagnated, increases in safety belt use have leveled off, and the number of alcohol-related deaths has increased. NEXTEA would attack these problems by focusing on three key areas: driver behavior, road design, and vehicle standards.

Safer Drivers

- NEXTEA would increase NHTSA safety funding by 25 percent to \$395 million, and fund incentive programs to reduce drugged and drunken driving, to increase safety belt use, and to collect improved data on highway safety to better identify and solve safety problems.
- \$9 million annually in financial incentives would be provided for states to increase proper use of safety belts and child restraints.
- NEXTEA would increase funding for drunk driving prevention by 60 percent to \$40 million in 1998, and reward states for aggressively reducing drunk driving through administrative driver's license suspensions and revocations, programs to prevent minors from drinking, and effective sanctions for repeat offenders.
- NEXTEA would provide \$5 million annually beginning in 1999 in grants to states to prevent drugged driving. A state would be eligible for these grants if it adopted five of

nine countermeasures, including zero tolerance laws, administrative license suspension for those driving under the influence, and pre-license drug testing.

Safer Roads

- Under ISTEA, funding was set aside to eliminate road hazards and to make highway-rail grade crossings safer. Grade crossing deaths alone have dropped by 31 percent. NEXTEA would build on this progress by replacing this set-aside with a flexible, six-year, \$3.2 billion Infrastructure Safety Program. States would now have the ability to transfer funds to enforcement and behavioral programs if they would have a greater impact on safety.

Safer Vehicles

- States would have increased flexibility for tougher enforcement, such as targeting shippers who encourage truckers to violate rules and increasing penalties for violators. States also would be reimbursed for border enforcement and other high-priority activities that improve trucking safety.
- Under NEXTEA, the freeze on the size and weight of larger combination trucks on Interstate Highways and other routes would continue. We are doing a comprehensive study of this and related issues, and may soon propose additional steps in future safety legislation.
- Much progress on safety has been the result of vehicle design aimed at protecting motorists in crashes. NEXTEA would build on the progress to date with a \$45 million annual research program targeted at improving crash avoidance and crash worthiness. In addition, more than a third of intelligent transportation systems research would be focused on collision avoidance systems and other "smart vehicle" technologies that prevent crashes.
- A new focus on performance in safety programs would measure effectiveness by looking at quantifiable results, not at how much money or effort is put into solutions.

I NCREASING INVESTMENT THROUGH INNOVATIVE FINANCING

In spite of ISTEA's record investment, the federal government alone cannot meet all of our infrastructure needs. President Clinton recognized this in his January 1994 Executive Order on infrastructure, in which he directed us to cut red tape to speed construction and supplement federal funds by leveraging private and nonfederal public investment.

ISTEA SUCCESSES

- ✓ President Clinton's Partnership for Transportation Investment accelerated 74 projects worth \$4.5 billion, including \$1.2 billion in investment beyond that available through conventional financing. Projects are advancing an average of two years ahead of schedule, saving interest and inflation costs.
- ✓ Some innovative finance initiatives also advance other national priorities, such as in Missouri and Arizona, where entrepreneurs were given permission to install fiber optic cable within highway rights-of-way in return for reserving part of the cable as the backbone of statewide intelligent transportation systems.
- ✓ The new State Infrastructure Bank program uses federal seed money to leverage private and nonfederal public funds in 10 pilot states. Among the proposed uses of these funds are: a loan to start construction on a highway interchange without waiting for the full federal funding to be accumulated; a loan to finance a toll road's interest costs while it is being built, before revenues can begin to pay off the construction debt; and a loan to buy new light rail vehicles.
- ✓ We provided a direct loan to California's Alameda Corridor, which will speed shipping from Los Angeles' port by creating a dedicated freight rail corridor. We also provided standby lines of credit to secure private financing for California toll roads; at a cost of just \$18 million, we supported \$2.5 billion in construction financing

KEY NEXTEA PROVISIONS

- NEXTEA would open the State Infrastructure Bank program to all states, increase the federal seed money dedicated to these banks, and allow states to use up to 10 percent of their regular federal-aid highway funds to capitalize their banks.
- \$100 million annually would be dedicated to help leverage nonfederal public resources for projects of national significance, such as interstate trade corridors.

E NSURING GLOBAL COMPETITIVENESS

Under President Clinton, America is once again the most economically-competitive nation in the world and its leading exporter, and this is due in great measure to the reliability and low costs of our transportation system. In an increasingly-global economy, keeping transportation efficient is crucial to our continued competitiveness and to taking advantage of the markets opened by NAFTA and GATT.

ISTEA SUCCESSES

- ✓ Seamless connections among different forms of transportation, such as between trucks, railroads, and seaports, are important for efficiency, and ISTEA-funded projects are making possible these connections. These projects include truck-rail freight transfer facilities in Stark County, Ohio, and Auburn, Maine, and projects in Portland, Oregon and Seattle designed to improve rail and truck access to seaports.
- ✓ Projects such as the Red Hook barge transfer, which daily takes hundreds of trucks off New York's crowded streets, often have important social and environmental benefits, and ISTEA made them eligible for funding through such flexible initiatives as the Congestion Mitigation and Air Quality Improvement Program and our innovative finance programs.

KEY NEXTEA PROVISIONS

- NEXTEA would facilitate trade by creating new programs to improve border crossings and develop major trade corridors within the U.S., cutting congestion and eliminating bottlenecks.
- NEXTEA would support projects of national significance, such as those focused on trade corridors, through dedicated funds and by expanding the State Infrastructure Bank program.
- The proposal would expand funding eligibility to include access to intermodal terminals and water ports. This is a vital change since much international trade -- 98 percent by weight, 50 percent by value -- is shipped through ports. These programs also would make eligible for funding Amtrak and intercity rail passenger and public freight facilities and intelligent transportation systems projects, which can improve the logistics crucial to "just-in-time" deliveries.

IMPROVING ACCESS TO JOBS AND TRAINING

One of the biggest barriers faced by those moving from welfare rolls to payrolls is finding transportation to jobs, training, and support services such as day care. Poverty and welfare eligibility rules mean that few welfare recipients own cars, and public transit often provides inadequate connections to job and training centers. This problem is becoming more serious, since two-thirds of new jobs are in suburbs. To support his comprehensive welfare reform initiative, President Clinton proposes to build on existing transit programs that work with innovative approaches to helping people make the transition to the working world.

ISTEA SUCCESSES

- ✓ Our Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, local residents worked with local officials on developing three bus transfer centers and improving pedestrian access to local amenities, and a Los Angeles neighborhood initiative generated a hundred new jobs and helped to cut crime by 19 percent.
- ✓ The Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District used Joblinks funds to transport 400 unemployed and undereducated residents to training and to jobs in the first year alone. The success of initiatives such as Joblinks and Livable Communities provides a model for new efforts to improve community access to jobs and other necessities.

KEY NEXTEA PROVISIONS

- NEXTEA includes a six-year, \$600 million grant program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are. Funding would also provide access to training centers and to support services such as day care at transit links. This program would be closely coordinated with other human services assistance that would be provided to states and localities working to meet the special needs of the welfare population.
- Since transportation and construction jobs are among America's best-paying, we want to open opportunities in these fields for welfare recipients and other disadvantaged people. NEXTEA would increase incentives for states and localities to provide job training in conjunction with federally-funded technology and construction projects, and to enable them to offer hiring preferences to welfare recipients and residents of Empowerment Zones and Enterprise Communities.

PROTECTING THE ENVIRONMENT

Scientific research demonstrates the effects of pollution on our health and on the ecological systems which sustain human life. President Clinton has taken advantage of ISTEA's landmark environmental provisions to reduce air and water pollution, to preserve wetlands and open space, and to make transportation facilities more compatible with the environment.

ISTEA SUCCESSES

- ✓ The largest ISTEA environmental initiative is the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which authorized \$1 billion annually under ISTEA to help communities meet national standards for healthy air. CMAQ has funded such innovative projects as cleaner natural gas buses in Cleveland and Boise, a child care center to promote ridership at a San Jose transit facility, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.
- ✓ ISTEA supported important travel alternatives, such as bikeways and pedestrian paths, and preserved scenic and historic roadside vistas, supporting tourism and strengthening local economies.

KEY NEXTEA PROVISIONS

- NEXTEA would increase CMAQ funding by 30 percent, to \$1.3 billion annually, and expand funding eligibility to include scrappage of higher-polluting pre-1980 vehicles. It also would act on new research on the dangers of particulate matter by allowing areas that do not meet health standards for this pollutant to receive CMAQ funds. NEXTEA also would ensure that no state loses CMAQ funds as a result of the Environmental Protection Agency's proposed changes in air quality standards.
- NEXTEA would increase Transportation Enhancements funding by more than 25 percent, supporting projects designed to strengthen the cultural, aesthetic, and environmental aspects of our transportation system.
- The National Scenic Byways program, which designates roads of aesthetic or historic value and funds improvements to them, would be continued, and the list of eligible activities would be expanded to include scenic byway marketing programs. Funding for recreational trails, bicycle transportation and pedestrian walkways, landscaping, and wildflower plantings also would be continued, as would ISTEA's commitment to inclusive transportation planning which reflects such community values as environmental preservation.

IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

Technology can improve the performance of roads and transit systems and effectively increase their capacity, especially in urban areas where new construction is too expensive or environmentally unsound. Technology also can make travel safe: most automobile crashes involve human error, and advanced collision avoidance systems and highway-rail grade crossing warnings can save hundreds of lives annually. Finally, technology can provide the logistical support needed for such innovations as "just-in-time" deliveries, which are cutting costs and improving productivity at nearly a third of U.S. companies.

ISTEA SUCCESSES

- ✓ ISTE A established a major federal commitment to intelligent transportation systems (ITS), the application of advanced information and communications technologies to travel. The federal role includes providing seed money for development and deployment, assistance in the creation of technology standards to promote system integration, and the coordination of public and private research efforts.
- ✓ The first generation of ITS is already being deployed: in Denver, synchronized traffic signals reduced travel times by over 15 to 20 percent, and in Seattle, ramp metering has cut accident rates by more than 60 percent. *Operation TimeSaver*, an initiative to reduce travel times in 75 cities by 15 percent over the next decade, was launched last year. Under this initiative, states may use their federal transportation funds to deploy ITS systems.
- ✓ Overall federal transportation research and technology investment increased to record levels, \$930 million in 1997 alone. Initiatives resulting from this investment include high-performance materials, such as Superpave asphalt, which cost less and last longer, and the application of global positioning satellite systems to aviation and maritime navigation.

KEY NEXTEA PROVISIONS

- NEXTEA would provide states and localities with ITS training and technical assistance, and fund a \$600 million incentive program to help cities integrate their ITS programs and to help rural areas deploy ITS to improve safety, mobility, and commercial vehicle operations. It also would expand the eligibility of all major program categories to include ITS, so technology will always be considered as a strategy for meeting travel demand.
- NEXTEA would increase overall federal investment in technology research for initiatives including advanced composites for stronger, safer roads and bridges and second-generation ITS technologies such as collision avoidance systems.

STRENGTHENING URBAN COMMUNITIES

Sound transportation is crucial for sustaining economic prosperity and a high quality of life in our cities. Targeted infrastructure investment can reduce congestion and improve connections so businesses can take advantage of the city's proximity to suppliers, support services, markets, and amenities. Such investment also can generate jobs for city residents, directly through construction, and indirectly by attracting new businesses.

ISTEA SUCCESSES

- ✓ ISTEAs strengthened the role of cities in the transportation planning process, giving cities greater control over a substantial portion of federal funds and enabling them to choose projects which best met urban needs.
- ✓ Together with the increased flexibility of many programs, this enabled funding to be transferred to such urban needs as transit. Over \$3 billion traditionally earmarked for highways was used for high-priority transit projects, most in cities, and overall transit funding increased under ISTEA, reaching a record \$6 billion in 1995 alone.

KEY NEXTEA PROVISIONS

- NEXTEA sustains investment in mass transportation by increasing direct federal transit funding to \$5 billion a year, by increasing the flexible Surface Transportation Program, and by making Amtrak and intercity rail terminals eligible for funding. Transit programs would be streamlined to make it easier for local officials to select the options that make the most sense for their communities
- NEXTEA includes a six-year, \$600 million program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are and to provide access to training and such support services as child care.
- Technology can provide needed additional urban travel capacity with less disruption to established communities and at less cost than new construction. NEXTEA proposes to make intelligent transportation systems eligible under all major programs, and to create an incentive program to ensure that these technologies are fully integrated.
- NEXTEA would further strengthen the role of central cities in regional planning and simplify federal planning requirements.

SERVING RURAL AMERICA

Transportation is as vital to rural areas as it is to cities. Sound transport is vital for shipping raw materials and agricultural products. Tourism, generated by the four in five Americans who drive for pleasure in rural areas, sustains many local economies. And many rural residents rely on transit to reach schools, health care, and other necessary services.

ISTEA SUCCESES

- ✓ ISTEA provided over \$1 billion for special projects in rural America, such as protecting scenic roadside vistas, preserving historic transportation facilities, and beautifying communities with bicycle and pedestrian facilities.
- ✓ ISTEA benefitted rural areas with provisions like special transit programs for small communities, transportation enhancements, scenic byways, and set-asides for off-system bridges.

KEY NEXTEA PROVISIONS

- NEXTEA would strengthen rural communities' involvement in transportation planning by requiring coordination with local rural officials when statewide transportation plans are developed.
- NEXTEA would increase investment in core programs affecting rural areas, such as the National Highway System, Transportation Enhancements, and Rural Transit Assistance, and expand funding eligibility to include Amtrak and intercity rail and bus, two key lifeline for rural America.
- NEXTEA would raise authorizations for the Federal Lands Highways Program to \$525 million, funding improvements on roads in national parks and forests, Indian reservations, and other public lands.