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07/12/99 05:05:19 PM

Record Type: Record

To: Andrea Kane/OPD/EOP
cc: Corine Hegland <Corine.Hegland@ost.dot.gov>
Subject: Re[2]: q's

CC: Cynthia
Dorothy
Rohyn, Ne
Background material
for transportation
meeting, courtesy
of Linda Lawson
at DOT.
Andrea

thanks--very helpful. For future reference, seems to me that the final TANF rule and ACF's TANF funds guidance would also be important to mention under 1) in the TEN issue list. Both highlight the additional flexibility states have to use TANF funds for transportation.

On 2), is this consultation provision just for JARC grants or does it apply more broadly?

this is much broader than just JARC...It refers to the transportation planning process and public participation requirements...TEA-21 spells out transit users among the many constituencies that need to be consulted.

Can you explain 3) a bit more?

Essentially they want a local hiring preference. We are strongly opposed to local hiring preferences for a variety of legal and regulatory reasons including the very strong requirements of the Federal-aid highway programs for free and open competition. Furthermore we have the On the Job training program which can be used to train and hire minorities, women and other disadvantaged. We gave the TEN folks in LA much info on how to access this program.

We did, however, encourage ACTA, with their non-Federal dollars, to set up a plan to train and hire community residents along the Alameda corridor. They have done so.

Is it OK to share the chart summarizing the ATJ grants?

Sure.

I will take off
the part at the bottom which shows # received and approved before I do.

Hope this helps...L



Linda Lawson <Linda.Lawson@ost.dot.gov>

07/12/99 12:46:15 PM

Record Type: Record

To: Andrea Kane/OPD/EOP

cc:

Subject: Re: q's

we're meeting with Center for Community Change/Transportation Equity Network (Rich Stolz) on Tuesday. He wants to discuss ATJ among other things. Anything we should know? what's the latest on the Hill? What's the latest on the FY 2000 grant announcement? Have you done any more paper on the FY 99 grantees, i.e. something with a brief description of each one that can be released publicly? Have the grants all been approved now (i.e. have they all sent in the assurances etc)?

Andrea,

in answer to your questions, you should be aware that TEN wants some actions by the us that we can't pursue the way that they was. a summary of their basic issues is attached for your use. What concerns me most is how they keep mischaracterizing what the Secretary committed to (which was nothing.) FYI Al Eisenberg is also meeting with them.

latest on the hill is still \$75 million on both sides, earmarks steady, trying to get ahold of Jim Kolb for confirmation.

The FY 2000 grant announcement is in internal review; my educated guess is end of July.

The excel chart attached summarizes job access with brief descriptions and contact names.

Not all assurances have been received; very few of the applicants have completed the final paperwork yet. We are probably going to allow applicants to begin implementing services anyway, before finishing the paperwork.

Linda



- tenmem.doc



- job_ac.xls

----- Forwarded with Changes -----

From: Corine Hegland

Date: 7/9/99 10:46AM

To: Linda Lawson

Subject: Re: q's

Transportation Equity Network

The Transportation Equity Network (TEN) is seeking action from the Department on four items they claim the Secretary promised at the August 12, 1998 rally in Chicago of community-based organizations organized under the umbrella of TEN.

While Nadine Hamilton, Senior Staff on the trip, has stated that the Secretary was very careful not to make any commitments, TEN has repeatedly characterized the Secretary's words as commitments in their communications with the Department.

The items in question are addressed below.

- 1) To work with TEN to ensure that Temporary Aid to Needy Families (TANF) funds can be used to transport low-income people to jobs, if state administrators of TANF programs wish to use resources for this purpose.**

TEN is satisfied with DOT's progress on the use of TANF funds as evidenced in the revised DOT-HHS-DOL joint guidance released in December.

- 2) To have the Department of Transportation send a letter to every MPO in the country, informing them of the new legal requirements to consult with mass transit users**

FHWA, FTA and OST staff have informed TEN that involvement of transit users is one of a number of new or clarified planning provisions set forth in TEA-21. The item has been identified in a number of informational releases made since the passage of TEA-21 and it will be discussed in the NPRM to be released in June. TEN has been strongly encouraged to comment on the regulatory process. FHWA and FTA planning staff believe that it may be inappropriate to take any other action in middle of the regulatory process.

- 3) To work with the Transportation Equity Network to change the regulations to allow local hiring agreements in those limited areas where projects are going through poverty communities**

In a letter to the Alameda Corridor Jobs Coalition (ACTC), a TEN member, dated December 9, 1998, the General Counsel stated, "due to statutory and regulatory constraints . . . we do not see a valid legal basis to permit these preferences."

Counsel informed ACTC in the same letter that measures and efforts short of outright preferences are currently permissible.

- 4) To ensure that the regulations on disclosure of federal projects not only identify the geographic location of projects but their origin, termination, and route of these projects by zip code**

FHWA, FTA and OST staff have told TEN that zip code reporting of federal projects is impossible at the current time. There are no mechanisms in place at either the Federal or state levels to collect this specific data via zip codes. Such a commitment would require extremely burdensome and costly regulations.

In addition, because transportation facilities serve broad travel sheds beyond the immediate neighboring parcels of land, such a tracking system would not identify the full range of beneficiaries of a facility. Furthermore, because transportation facilities are parts of larger transportation systems that develop over time, an annual localized reporting process would provide only a snap shot of the system at a particular point of time.

One of DOT's commitments announced at the recent PCSD Town Meeting was to sponsor a series of workshops and panel meetings to identify the data and information needed to advance the goals of community livability and smart growth. The goal is to make sure that everyone involved in improving their communities has ready access to the best possible information to inform their decisions.

In addition, the Clinton-Gore Administration has proposed a \$39.5 million interagency Community/Federal Information Partnership (C/FIP) that will make new information tools, including access to geographic information, more readily available at the local level. The C/FIP will come under the aegis of the Federal Geographic Data Committee, an interagency committee overseeing the effort to improve access to geographic information.