

THE WHITE HOUSE
WASHINGTON

January 14, 1997

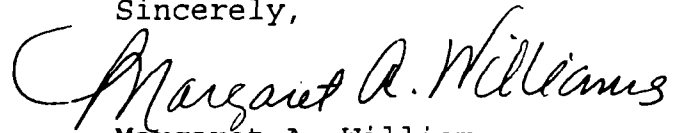
Steven D. Huff and Daniel I. Glucksman
Suite 750 North
601 Pennsylvania Avenue, N.W.
Washington, D.C. 20004-2601

Dear Mr. Huff and Mr. Glucksman:

Thank you for your recent letter inviting Mrs. Clinton to address the Spring Legislative Conference of the National Employee Benefits Institute.

I have forwarded your request to the Scheduling Office. If I can be of any further assistance, please don't hesitate to call.

Sincerely,

A handwritten signature in cursive script that reads "Margaret A. Williams". The signature is written in dark ink and is positioned above the printed name and title.

Margaret A. Williams
Chief of Staff
to the First Lady



NATIONAL EMPLOYEE BENEFITS INSTITUTE

FOUNDATION, INC.

An educational foundation serving the employee benefits interests of large employers.

December 26, 1996

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First Lady
The White House
Office of Scheduling and Advance
1600 Penn. Ave., NW
OEOB 185 1/2
Washington, DC 20500
Fax: 202 456 2461

Dear Mrs. Clinton:

Re: **NEBI Spring Conference**
April 15-16, 1997

Congratulations on the President's historic reelection to a second term.

We invite you to address the Spring Legislative Conference of the National Employee Benefits Institute (NEBI) as the keynote speaker. NEBI's Spring Conference will be held April 15-16 at The Madison Hotel at 15th and M Streets, N.W.

NEBI's Policy Board, members and directors would be honored if you would speak to our group. NEBI is closely following a number of Clinton Administration priorities: a balanced budget, saving entitlement programs, pension and health care security and an expanded Family and Medical Leave Act. We would be interested in your comments on the administration's position toward these critical issues.

*Evan
letter -
saying I will
forward to
scheduling*

Hillary Rodham Clinton
First Lady
December 26, 1996
Page 2

NEBI is a nonprofit organization which analyzes and summarizes legislative and regulatory developments which impact the employee benefits plans of large, multistate employers. NEBI's member companies sponsor both health and pension benefit plans for employees throughout all states in the nation. These plans provide benefits coverage for millions of American workers.

You would be speaking to corporate benefits managers, human resources directors and corporate policymakers. Your discussion would help them gain a better understanding of the problems and issues facing employee benefits policymakers.

NEBI has an excellent reputation for timely and informative conferences. Our recent speakers include dozens of senators and representatives as well as many of President Clinton's appointees: **Martin Slate**, Executive Director, Pension Benefit Guaranty Corporation; **Ira Magaziner**, former Senior Health Care Advisor; and **Olena Berg**, Assistant Secretary for Labor, Pension and Welfare Benefits Administration. **Lee Douglass**, Commissioner of Insurance for the State of Arkansas and President, National Association of Insurance Commissioners also spoke to us recently..

We hope that you will be able to join us as keynote speaker on Tuesday, April 15 or Wednesday, April 16, 1997. In the meantime, feel free to contact us at 202-737-9656.

Sincerely,



Steven D. Huff
Executive Director



Daniel I. Glucksman
Managing Director

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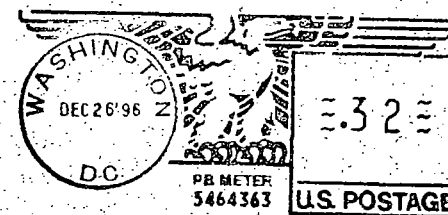
cc Ms. Margaret Williams

- I wanted to run this by you
in addition to the scheduling office

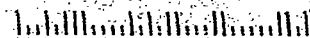


NATIONAL EMPLOYEE BENEFITS INSTITUTE

601 Pennsylvania Avenue, N.W., Suite 750 North, Washington, D.C. 20004-2601



Margaret A. Williams
Office of the First Lady
West Wing, 2nd Floor
The White House
Washington, D.C. 20500



THE SAINT / HAYDEN CO.



Jeffrey Hayden
Eva Marie Saint

Feb 4 1997

Ms Margaret A Williams
Chief of Staff, Mrs Hillary Clinton
The White House, 1600 Pennsylvania Av
Washington DC 20500

Dear Ms Williams:

Several months ago, I sent Mrs Clinton a cassette of the PBS Special, CHILDREN IN AMERICA'S SCHOOLS with BILL MOYERS. The program was based on Jonathan Kozol's book, "Savage Inequalities." Would you be kind enough to tell me if it ever reached your office, or Mrs Clinton's attention?

At the same time, we sent several baseball caps inscribed with the title of the show. I received a thank you note from the President for the caps -- but no mention of the cassette.

The show has received several awards in the short time it's been out, has sold a record-breaking number of cassettes (over 14,000!) and has created a firestorm and many town meetings in several parts of the country. I'm enclosing another copy and would be pleased if you could see it and pass it on to Mrs Clinton. Thank you for your help in this matter.

Sincerely,

**PHOTOCOPY
PRESERVATION**

HAROLD WOODROW HANSEN
103-65th Street, Holmes Beach, Florida 34217, USA
Telephone: 941-778-4606, Telefax: 941-778-4326

10 March 1997

Margaret A. Williams
Chief of Staff to the First Lady
The White House
1600 Pennsylvania Avenue NW
Washington, D.C.

Dear Ms. Williams,

Both my wife and I were overjoyed to learn that President Clinton has ordered all federal agencies to report to him within 30 days *describing ways and means they will use to employ individuals who are out of work.*

You will recall that I wrote to you on January 24th (copy enclosed) describing a way the U.S. Department of Transportation could focus more federal funds on urbanized areas. Let me expand on that thought.

Preliminary studies show that 45% of the people in the United States live in 33 urbanized areas each with more than one million inhabitants! In order to compile significant social and economic facts regarding urbanized areas, we have overlaid metropolitan statistical areas over these urbanized areas since MSAs have more extensive data for the counties that comprise each MSA.

Through this means we now know that the MSAs overlaying the 33 urbanized areas with more than one million inhabitants:

- Account for 46% of the value added by manufacture in the United States,
- Are the locations for 65% of the nation's wholesale trade,
- Are the places where 51% of all retail transactions take place,
- Are the sites where 44% of all passenger cars are registered,
- *And are the areas where 43% of all vehicle-miles of travel on public roads take place.*

This last fact (43% of highway travel) tells us that these MSAs are the areas that **generate 43% of all federal highway-user tax revenues.** In past years, and even up to the present time, these MSAs have *never* received their equitable share of federal-aid to highways. Changing the way federal highway funds are allocated will provide up to 43% of the \$20 billion now paid into the Highway Trust Fund annually. Add to this matching state money, yields a total of as high as \$10 billion to build federal highways in MSAs. Any upgrade in this direction will create a lot of jobs

Evan
Please send
letter that
we will forward
his info - to Rodney
Staker, Secretary
of Transportation
Thanks
Hansen

in areas where unemployment is critically high.

In your January 31 reply to my January 24 letter, you thoughtfully forwarded the *Critique of the Proposed National Highway System* to (then) Secretary Designate Rodney Slater. Slater had his Chief of Statewide and Intermodal Programs, George Schoener, send me a response. I'm enclosing a copy of his response.

The essence of Schoener's response is that *he* believes no reallocation of federal highway-aid to urbanized areas is needed.

My hope is that someone with authority can get through to Secretary Slater so that he understands that the U.S. Department of Transportation is also required to implement President Clinton's mandate to all federal agencies. The most significant way this can be done is by allocating an equitable share of Highway Trust Funds to reach urbanized areas.

I'm really impressed with your work, Maggie!

Cordially,

A handwritten signature in cursive script that reads "Hansen".

Harold Woodrow Hansen

Enc.

HAROLD WOODROW HANSEN
103-65th Street, Holmes Beach, Florida 34217-1344
Telephone: 941/778-4606, Telefax: 941/778-4326



24 January 1997

Maggie Williams
Chief of Staff to the First Lady
The White House
1600 Pennsylvania Avenue
Washington, D.C. 20001

Dear Ms. Williams,

It is clear that the Administration's strategy during the coming four years is to cut taxes where possible, reduce expenditures where appropriate, **and advance programs that increase benefits to the nation without raising taxes.**

Such an opportunity exists with the National Highway System. This System was seriously flawed when it was formally authorized in the fall of 1995. The nature of these flaws is clearly laid out in the enclosed *Critique of the Proposed National Highway System*, published in June 1995.

Currently, there is talk of changing the Intermodal Surface Transportation Efficiency Act of 1991. Changes are needed. Some flaws extant in the System can be remedied by administrative acts. Others will need action by the Congress. Piecemeal or together, once flaws described in the *Critique* are remedied, the following **benefits** will accrue as construction of the System proceeds:

1. More Highway Trust Funds and more National highway miles will be allocated to **urbanized areas.**
2. Construction of National highways in urbanized areas will be able to **draw on the large pool of unemployed labor** that is concentrated in urbanized areas. This will put money in the pockets of the unemployed.
3. Nearly two-thirds of all motor travel in the United States takes place in urbanized areas. When built, National highways in urbanized areas will **relieve traffic congestion** by eliminating frequent stops on half the mileage driven in urban places. This is an enormous economic benefit.
4. National highways in urbanized areas will **shorten travel times** that benefit motorists going to work, retail stores, school, etc., and benefit truckers hauling industrial products, moving goods to and from wholesale establishments, to retail establishments, and a large variety of other purposes. Eighty percent of the nation's goods are moved by truck. These are real benefits to the

economy.

5. Travel on National highways helps **improve motor fuel mileage** for motorists by eliminating stops required on at-grade, arterial streets.

6. A large waste of fuel occurs when motor vehicles, with motors running, wait for semaphore signals to turn green. Exhaust from idling motors pollutes the atmosphere. Building National highways in urbanized areas **reduces air pollution**.

7. Replacing congested, at-grade urban arterial streets with National highways **lowers the rate of fatal accidents** by as much as 40 percent. Lives lost to highway accidents are an unnecessary human tragedy. Reducing attendant damages and property losses is an important economic benefit.

The National Highway System program is big, is flawed, needs to be changed! The social and economic benefits from change are enormous!

Ms. Williams, your duties as chief of Staff to the First Lady of the United States place you in a unique position. I believe strongly that you can influence national affairs in a profound way so as to benefit our people with no added tax burden.

I urge you to make this a matter of your personal concern. If there is any way I can assist you, I know you will call on me.

Cordially,



Harold Woodrow Hansen

Enc.



U.S. Department
of Transportation
**Federal Highway
Administration**

February 18, 1997

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

Refer to: HPD-1

Mr. Harold Woodrow Hansen
103 65th Street
Holmes Beach, FL 34217-1344

Dear Mr. Hansen:

This is in further reply to your January 24 letter to Ms. Margaret A. Williams, Chief of Staff to the First Lady, regarding the National Highway System (NHS). Ms. Williams acknowledged your letter on January 31 and asked us to reply.

From past correspondence and a meeting with you, we are fully aware of your views on the designated NHS. However, the NHS was developed in cooperation with State and local officials and in accordance with the legislative requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Indeed, the methodology used to identify the principal arterials included in the NHS was developed over several years through extensive consultation with the American Association of State Highway and Transportation Officials, the State transportation departments, and the metropolitan planning organizations (MPO).

As designated, the NHS serves a balance of travel in rural and urban areas. The most important rural and urban roads and streets are on the NHS as intended by ISTEA. The NHS, therefore, will accomplish exactly what it was intended to do: focus a large share of Federal-aid highway funds on the most important rural and urban roads and streets.

Your letter to Ms. Williams referred to "Construction of National highways in urbanized areas," and replacing "congested, at-grade urban arterial streets with National highways." These statements reflect an apparent misunderstanding of the NHS. First, the NHS routes are important to the Nation, but they are not and will not be national highways. They are owned by State and, in some cases, county or municipal governments. They will not be taken over by the Federal Government

Second and more important, the NHS is not a plan to build Interstate-type freeways in urbanized areas. The goal is to improve traffic flow on urban NHS routes, for example by improving their design, incorporating high occupancy vehicle lanes, or making operational improvements, including addition of intelligent transportation system technology. We know from experience around the country that any attempt to launch a major freeway construction program in an urbanized area would face strong opposition, would require extensive review that might protract the development process to decades, and ultimately might be impossible to build.

Moreover, we know from experience around the country that what our urbanized areas need is a balanced transportation network that links freeways, surface streets, transit, alternative modes (bicycling and walking), and intermodal connections. Freeways alone are not the solution to our urban congestion problems. For that reason, NHS funds can be used in urbanized areas for alternative transportation modes serving NHS corridors. In short, the NHS in urbanized areas is not a new Interstate Highway Program of freeway construction.

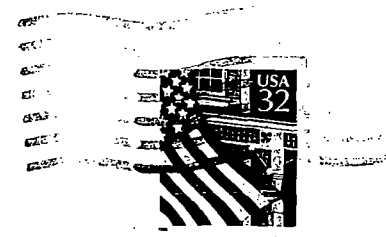
I know you have put much effort into your critique, and I regret that you do not agree with the current distribution of NHS mileage. However, the National Highway System Designation Act of 1995 designated the NHS and this mileage is serving as the basis for State and MPO funding decisions that are being made through the statewide and metropolitan transportation planning process. The validity of the NHS as designated is reflected in the fact that although procedures are in place to allow us to alter the NHS at the request of the States, only two States have requested changes since enactment of the law on November 28, 1995, and they were minor changes.

In conclusion, we are not planning any changes to the designated NHS.

Sincerely yours,

A handwritten signature in black ink, appearing to read "George Schoener", with a stylized, cursive script.

George Schoener
Chief, Statewide and Intermodal
Programs Division



Margaret A. Williams
Chief of Staff to the First Lady
The White House
1600 Pennsylvania Avenue NW
Washington, D.C.

20300/0002



April 2, 1997

Mrs. Dorothy Haddox
3209 Susan Circle
Youngstown, OH 44511

Dear Mrs. Haddox:

I would like to take this time to thank you for your support and for requesting an autographed photo of myself. Unfortunately, I do not have any. Please accept an autographed photo of the First Lady for your collection.

Again, thank you for taking the time to write. Your support is greatly appreciated.

Sincerely,

Margaret A. Williams
Chief of Staff to the First Lady

MAR. 20 1997

—
Mrs Williams —

Would love to
have your autographed
picture for my collection
of famous women.

Wishing you the
best for the coming years.

Thank you
Dorothy Haddox

MRS. DOROTHY HADDOX
3209 Susan Circle
Youngstown, Ohio 44511

Hells to Hillary!

—

MRS. DOROTHY HADDOX
3208 Susan Circle
Youngstown, Ohio 44311



445

18-17-83-45



Handwritten: Allen Jones

Handwritten: Maggie Williams
% Lutarz Clinton
Chief of Staff
House

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