

Mayor Daley Says Federal Government Fails to Lead

Associated Press

SAN FRANCISCO, June 21—In tones embodying the rough and tumble, plain-talking style of the city he governs, Chicago Mayor Richard M. Daley demanded today that federal and state governments give urban centers sorely needed aid and a measure of respect.

Daley, outgoing president of the U.S. Conference of Mayors, also told more than 300 city leaders at the group's annual convention that Washington should do more leading than following when it comes to helping constituents.

Daley, a Democrat, said local government—not Washington lawmakers—can take credit for the national drive to overhaul the welfare system.

"That's how national welfare reform

became a national priority. States became laboratories for welfare reform, and after several years of success, the federal government followed their lead," Daley said.

Daley said the war against drugs is another example of how the federal government has failed local authorities.

"For too long, local governments have had to devote our energies to fighting the drug war, even though those drugs are not grown or produced in our cities," Daley said. "Administrations and Congresses from both parties have been a part of this... failure."

Before Daley's talk, the mayors stretched their legs on a 6 a.m. walking tour of the city's Embarcadero district and sat down to a breakfast at the Farmer's Market hosted by San Francisco Mayor Willie Brown.

Transportation Secretary Rodney E. Slater spoke during a session later.

A frequent refrain from the mayors this week has been the strangling effect on city development of abandoned and unusable industrial tracts sullied by previous development. Most conference participants have requested greater federal aid in cleaning the parcels, called brownfields, or relaxation of Environmental Protection Agency guidelines for using the land.

Either way, Daley expects city leaders will be forced to deal with the matter before federal lawmakers. "Once our national leaders see the results that come from brownfield restoration, the new jobs, environmental clean up and efficient use of tax dollars, they will be moved to act," Daley said.

Stricter clean-air regulations are an

example of how "the federal government intrudes on local government authority."

"Do we want clean air? Absolutely. But merely setting standards and penalizing cities for not meeting them is counterproductive," Daley said. "We are asking only one thing from federal and state governments: respect."

The mayors will vote Tuesday on 58 resolutions covering a wide menu of subjects. One urges Washington to redirect money from the military budget to urban needs. Others push for greater competition among cable television providers and preservation of the Low-Income Housing Tax Credit.

Paul Helmke, Republican mayor of Fort Wayne, Ind., is to replace Daley as president of the U.S. Conference of Mayors.

Urban Community Partnership Program

The existing Urban Community Service Program will be reauthorized as the Urban Community Partnership Program. The new program will establish partnerships between urban institutions of higher education and urban elementary and secondary schools to improve the performance of these schools. The inclusion of additional partners such as businesses, community-based organizations, etc. will be encouraged.

This partnership program recognizes the important role that urban postsecondary institutions can play in their community to improve the performance of elementary and secondary schools and help students better prepare for postsecondary education and successful careers.

> Partnerships

A written partnership agreement will be included as part of an application under this program. This agreement will identify not only the individual partners, but the rationale for choosing the particular urban schools with which to work, as well as the educational issues the partnership will address.

> Activities supported under this program

Unlike the current Urban Community Service Program, this new partnership program will focus exclusively on addressing problems of urban education. Funds will be used to assist urban elementary and secondary schools having a high percentage of under-performing students to eliminate the barriers these schools face in achieving their educational mission.

Grantees will have considerable flexibility in the activities of the funded partnerships, such as program design and development, training, improving the use of technology, sharing resources, etc.

> Cost-sharing: grant duration

Federal funds will provide no more than 70 percent of the total costs of the project in the first year; 60 percent in the second year, and 50 percent in subsequent years. Partnerships may be funded for up to five years.

> Urban area: eligible urban institution

"Urban area" means a metropolitan statistical area having a population of not less than 350,000. To be eligible, institutions must be located in an urban area, draw a significant percentage of their students from the area, and demonstrate a clear commitment to the community.

Urban
2 1/2 years
for case
blood lead
urban rivers

October 15, 1997

TO: Paul Weinstein
Domestic Policy Council, Special Assistant to the President

FROM: Peter D. Robertson
Chief of Staff

SUBJECT: Urban Development Proposals

EPA believes that inner city disinvestment and suburban sprawl are two aspects of the same pattern of growth adversely impacting the quality of life in existing communities. However, the federal government can make investments and create incentives which will help revitalize cities and reverse these unhealthy growth patterns. Doing so will help achieve environmental goals like improving air and water quality. The Administration's Brownfields Initiative demonstrates the nexus between sound economic and environmental policies. And following the Brownfields model, the Administration can use incentives to encourage and maximize public and private re-investment in cities. Efforts should be made to create more green space, improve air and water quality and remove environmental health threats in cities. *The goal is to improve the environment for residents and set the conditions for economic growth.*

Each of EPA's proposals are designed to stand alone by themselves or function as a comprehensive action plan in a limited number of selected communities. Individually or as a whole, the proposals would help create a climate that would attract and leverage new public and private sector investment supporting environmentally sound urban development. These proposals are aimed to complement other agencies' efforts to provide job opportunities, access to capital and increase transportation efficiency.

Communities eligible for selection could include those communities seeking to participate in a variety of federal investments, such as EPA Sustainable Development Challenge grants, DOT's Livable Communities Program, Empowerment Zones/Enterprise Communities and EPA Brownfields Grants.

EPA can offer a wide variety of tools, technical assistance and grants which communities can use to fit their specific visions for revitalization. Again, each of these ideas can operate as a comprehensive strategy or as stand-alone initiatives.

Parks, Greenways and Waterfronts: The restoration and development of outdoor spaces -- waterfronts, parks and greenways -- can have an important effect on the vitality of urban areas. They provide tangible benefits to cities by attracting people to commercial areas, connecting commercial and residential areas,

increasing property values and fostering a sense of community in neighborhoods. They can also improve the health of residents by providing recreational spaces; Americans are becoming increasingly sedentary in part because cities have become physically less favorable to outdoor activity. [Bryant Park in New York City and Chattanooga's riverfront and network of greenways are examples of how these investments can positively impact a community.]

Other important benefits of green areas are their ability to control and manage stormwater and polluted runoff. Preliminary research indicates that after a watershed reaches 15-20% impervious area (roads, parking lots, etc.), urban streams and lakes receiving these discharges become biologically impaired, adversely affecting the quality of life and economic opportunities for local residents.

Grants and tax incentives can bring together municipal, private sector and community organization efforts to create, maintain and revitalize parks and greenways. A program designed similar to brownfields can be developed to both leverage funding for the development of these land uses as well as provide technical assistance for redeveloping potentially polluted areas. The conversion of brownfields into parks, greenways or community gardens should be supported. Non-government organizations, like the Trust for Public Land, and AmeriCorps volunteers can also play an important role in this initiative.

Water Quality: Urban areas place high demands on water resources (for recreation, commerce and as a drinking water source). Urban water resources are often plagued by pollution. There are options which can help cities manage their water resources.

- **Watershed Tools:** The Conference of Mayors recently urged EPA to provide tools -- technical and financial -- to help cities address water quality problems. EPA can provide tools that will help them develop and implement a holistic watershed-based strategy for addressing problems, guidance for restoring urban streams and a catalog of best management practices for addressing polluted runoff. Successful watershed strategies can serve as models for other cities which face water quality issues.
- **Controlling Storm Water Runoff:** Urban water areas (streams, creeks and beaches) are often polluted by sewage and storm water discharges. Increasing green areas -- linked to EPA's proposal on parks and greenways -- can help control storm water runoff. Improvements in infrastructure to deal with storm water problems -- collection systems, retention ponds -- require large capital investments.

• **Urban River Corridors and Wetlands Restoration Projects:** The Urban River Corridors and Wetlands Restoration efforts are a tailored approach to improve the human health and economic opportunities in urban communities. EPA has already made small grants to a number of cities and municipalities for these types of projects. Additional grants -- \$50,000 to \$100,000 -- to local communities can provide the necessary funding for projects which will positively impact cities' water resources. These projects would provide employment opportunities for residents, improve the economic welfare and technical competence of local residents and empower the community to build for a better future. Restored areas can serve to attract and sustain business as well as provide outlets for recreation.

• **Elevated Blood Lead:** Nearly one million children have elevated blood lead levels. Lead paint in older homes is the primary source of exposure. Lead causes depressed IQ levels and shortened attention span;

lead is even linked to increased risk of criminal behavior. Some cities have characterized their lead problems as epidemic. A new "while-you-wait" blood lead test is in the final stages of approval by CDC and FDA. This relatively low cost device -- \$1,000 per unit -- will make testing large numbers of children in a community more affordable and convenient. Vice President Gore and Prime Minister Chernomyrdin recently received media attention when they had their own blood tested with this device at an international forum.

The small cost and simplicity of this new testing technology can spearhead a renewed effort to alleviate cities' lead problem. EPA has worked with the 16th Street Clinic in Milwaukee, WI to inform parents about the dangers of lead and other environmental threats. Grants to purchase these machines would enhance communities' ability to respond to this problem by targeting threatened children. While full abatement can be cost prohibitive, especially in low-income urban communities, steps short of full abatement -- replacing windows, educating parents about the dangers of lead -- can have a huge impact.

Air Quality Credits: Potential air quality credits toward state attainment plans for locally initiated strategies and projects which create less auto dependent communities. EPA currently grants credit towards state implementation plans (SIP) for pollution control strategies like reformulated gasoline and tailpipe standards. SIP credit could be granted for other locally initiated pollution control strategies:

- Air quality improvements for innovative technologies and voluntary control practices, like light rail and ultra-low emissions vehicles;
- Cool Communities practices such as installing and painting roofs white, planting trees and using light colored concrete;
- Increased transportation options which encourage walking, bicycling and mass transit, reducing vehicle miles traveled;
- Brownfields redevelopment and zoning changes to increase infill.

The goal would be to support both strategies which facilitate commerce, like Sacramento's light rail, while improving air quality. These air credits can be implemented administratively by EPA.

Land use and transportation analysis in communities to demonstrate the effect of smart growth:

Land use and transportation analysis should be provided to demonstrate the effect of smart growth concepts, like coordinated transportation, land use planning and public investment. Technical assistance would be provided to bring state-of-the-art integrated land use/transportation modeling tools to designated communities. In Portland, OR, this type of analysis redirected investment away from new highways and development on the fringe towards existing neighborhoods and transit-oriented development. This reinvestment strategy allowed Portland to reduce air pollution and slow the growth in vehicle miles traveled while tripling the amount of office space in downtown Portland between 1973 and 1993. In the last decade alone, Portland went from 40,000 to 80,000 jobs with no increase in parking spaces.

Support Transit Systems: A Commuter Credit System sponsored by all federal agencies within the designated boundaries of a demonstration community. Agencies would offer transit benefits or Commuter Choice to help level the playing field among commuter benefits, support transit systems, reduce parking shortages and congestion in urban areas, and improve air quality.

Live-Where-You-Work: Tax incentives for live-near-your-work pilot projects. Private sector, city and state incentives would be matched by a federal tax incentive for home purchases within a 1/4 mile of a

participating employer within the designated boundaries of a demonstration community. Modeled on Maryland's smart growth legislation, this incentive would improve fiscal balance within local jurisdictions and reduce strain on regional road systems by achieving a better jobs/housing balance and a more vital mix of business and residential uses.

Sale of Transferable Development Rights: Tax incentives on the sale of transferable development rights that shift development incentives from open space and prime agricultural land to areas where urban infill can occur, including but not limited to brownfield sites.

If you have any questions about these proposals or would like to discuss them further, please contact either me or Doug Tsao at 260-7960.