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SCHEDULE PROPOSAL

DATE: April 28, 1976
THROUGH: Jim Cannon
FROM: Judith Richards Hope
VIA: Bill Nicholson

MEETING: Signing Ceremony for Federal-Aid Highway Act of 1976.

DATE: Week of May 3 - to be determined.
(Guidance: Presidential schedule indicates Tuesday, Wednesday or Thursday.)

PURPOSE: Secretary Coleman and Federal Highway Administrator Tiemann, who could do a full briefing following the ceremony, are available only Wednesday or Thursday.)

FORMAT: This Act is a significant Presidential accomplishment. It provides another example of the President working with the Congress to produce important domestic legislation.

Location: Option 1: Rose Garden, if no reception and weather permits.

Option 2: East Room (if followed by Reception in State Dining Room), (hosted by DOT).

Participants: See Tab A.

	Option 1 _____	Option 2 _____
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CABINET PARTICIPATION: Secretary William Coleman, Transportation

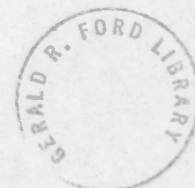
SPEECH MATERIAL: To be supplied by Bob Orben.

PRESS COVERAGE: Full press coverage, including TV. Secretary Coleman and Governor Tiemann will brief the press following the ceremony.

STAFF: Judith Richards Hope

RECOMMEND: Cannon, Friedersdorf, Cavanaugh and Marrs.

PREVIOUS PARTICIPATION: None.



BACKGROUND:

The Federal-Aid Highway Act of 1976 is a 27-month program which permits the highway program to continue and sets the stage for the next Congress to again confront critical issues facing the Nation's highway program. The Act authorizes \$17.6 billion for continuation and extension of the interstate and non-interstate highway system and for highway safety programs. It will result in 55,000 on-site and off-site jobs, as well as a larger number of induced jobs.

Although the Act is an interim measure, and does not contain the major restructuring of highway programs proposed by the Administration, it does contain some program consolidations and some additional delegations of authority to the States.

For more than 25 years, the President has been a firm supporter of the highway program. A signing ceremony of the type proposed would spotlight his long commitment to the highway program and his determination to continue this program while seeking solutions to the transportation problems of the Nation.

Last day for action is May 8, 1976.



Highways

THE WHITE HOUSE
WASHINGTON

1/3/76

Sam

We'll see
that Wirwahn
is invited.

Jim



President Ford Committee

1828 L STREET, N.W., SUITE 250, WASHINGTON, D.C. 20036 (202) 457-6400

SCHEDULE PROPOSAL FOR THE PRESIDENT

SCHEDULE PROPOSAL

DATE: April 14, 1976

FROM: Ed DeBolt *ed*

MEETING: Witness signing of Federal Highway Aid Act - SB 2711/
HB 8235 - just sent to President for approval.

DATE: Open -- date of signing unknown.

PURPOSE: To have one of the leadership of the American Motorcycle Association witness the signing of the bill which they think is of tremendous benefit to their members. They would then put a picture with very favorable story in their monthly magazine which has a circulation of well over 100,000 per month.

PARTICI-
PATION: I would suggest Gene Wirwahn, Legislative Director for the A.M.A. be the person involved.

BACK-
GROUND: This group worked for and was most effective for the CRP Special Groups effort in 1972.

APPROVE _____

DISAPPROVE _____



President Ford Committee

1828 L STREET, N.W., SUITE 250, WASHINGTON, D.C. 20036 (202) 457-6400

April 26

April 14, 1976

MEMORANDUM TO:

Jerry Jones

FROM:


Ed DeBolt

This may not be the right way to go about this, but it is important that we look into it as it may happen any day.

Please advise.

Enclosures 3

*check again after
4/26
per K. Findley*



Highways

THE WHITE HOUSE

WASHINGTON

May 4, 1976

SIGNING CEREMONY FOR FEDERAL-AID HIGHWAY ACT OF 1976

Wednesday, May 5, 1976

3:00 p.m.

The Rose Garden

From: Jim Cannon



I. PURPOSE

The purpose of this meeting is to sign the Federal-Aid Highway Act of 1976 which is a significant Presidential accomplishment and provides another example of your work with the Congress to produce important domestic legislation.

II. BACKGROUND, PARTICIPANTS AND PRESS PLAN

A. Background

The Federal-Aid Highway Act of 1976 is a 27-month program which permits the highway program to continue and sets the stage for the next Congress to again confront critical issues facing the Nation's highway program. The Act authorizes \$17.6 billion for continuation and extension of the interstate and non-interstate highway system and for highway safety programs. It will result in the continuation and generation of a large number of jobs and have a strong impact on the economy.

The Act assigns priority to completion of the critical links in the Interstate system, and gives the States more authority and control over highway funds. It will consolidate a number of existing

categorical grant programs and increase States' flexibility in the use of highway funds.

B. Participants

Secretary Coleman
Others at Tab A

C. Press Plan

Full press coverage.

III. TALKING POINTS

Remarks to be supplied by Bob Orben.



PARTICIPANTS

A. Congressional

A list of invitees is attached. Acceptances will be submitted to you in early morning by Max Friedersdorf.

B. Other Attendees

A list of invitees is attached from the Department of Transportation, as well as many transportation groups interested in the signing of this bill. A confirmed list of acceptances will be submitted to you in early morning.



The following is a list of suggested invitees to the signing ceremony for H.R. 8235, "Federal-Aid Highway Act of 1976":

Congressional Guests:

Senate:

Senate Public Works Committee, Subcommittee on Transportation:

Jennings Randolph, Committee Chairman
Howard Baker, Ranking Minority Member
Lloyd M. Bentsen, Jr., Subcommittee Chairman
Robert T. Stafford, Subcommittee Ranking Minority Member
Joseph Montoya
Mike Gravel
Edmund Muskie
Quentin Burdick
John Culver
James Buckley
Pete Domenici
James McClure

Staff:

M. Barry Meyer, Chief Counsel
Ron Katz, Professional Staff Member
Richard Harris, Minority Counsel
George Fenton, Staff Member
Bailey Guard, Staff Member
Kathy Cudlipp, Professional Staff Member
Rodger Schlickeisen, Budget



Senate Finance Committee:

Russell B. Long, Chairman
Carl Curtis, Ranking Minority Member

House:

House Committee on Public Works and Transportation, Subcommittee on Surface Transportation:

Robert Jones, Committee Chairman
William Harsha, Committee Ranking Minority Member
James J. Howard, Subcommittee Chairman
Bud Shuster, Subcommittee Ranking Minority Member
James Wright
Harold Johnson
Glenn Anderson
Robert Roe
Mike McCormack
James V. Stanton
Bella Abzug
John Breaux
Bo Ginn
Norman Mineta
Elliott Levitas
Jerome Ambro
Henry Nowak
Robert Edgar
James Cleveland
Don Clausen
William Walsh
Thad Cochran
Tom Hagedorn
Gary Myers



Staff:

Richard Sullivan, Chief Counsel
Lloyd Rivard, Chief Engineer
Clyde Woodle, Transportation Engineer
Salvatore D'Amico, Surface Transportation Subcommittee Counsel
Robert Mowson, Legislative Counsel
Dorothy Beam, Executive Staff Assistant
Erla Youmans, Minority Executive Staff Assistant
Lester Edelman, Counsel
Robert Dawson, Administrator
Clifton Enfield, Minority Counsel
Larry Reida, Associate Minority Counsel
Sheldon Gilbert, Assistant Minority Counsel
Ron Ence, Minority Professional Staff Member
Mort Downey (Budget Committee)

House Ways and Means Committee:

Al Ullman, Chairman

Herman T. Schneebeli, Ranking Minority Member



Department Representatives:

Office of the Secretary:

William T. Coleman, Jr., Secretary
John W. Barnum, Deputy Secretary
Theodore C. Lutz, Deputy Under Secretary for Budget and Program Review
Roger W. Hooker, Jr., Assistant Secretary for Congressional and Intergovernmental Affairs
Ray Warner, Director of Congressional Relations
Michael Finkelstein, Program Analyst, Office of Planning and Program Review
Joan Bauerlein, Program Analyst, Office of Planning and Program Review
Barclay W. Webber, Assistant General Counsel for Legislation
Billy K. Higgins, Liaison Officer for Federal Highway Administration
Jim Cromwell, Liaison Officer for National Highway Traffic Safety Administration
John Ely, General Counsel

Federal Highway Administration:

Norbert T. Tiemann, Administrator
J.R. Coupal, Jr., Deputy Administrator
Lester Lamm, Executive Director



National Highway Traffic Safety Administration:

Dr. James B. Gregory, Administrator
Stephen Wood, Counsel

Interested Outside Groups:

American Road Builders

J.C. Landen, President
Dan Hansen, Executive Vice President
Francis Dooley
Eugene M. Johnson

American Association of State Highway & Transportation Officials

C. Langehorne Bond, President
Henrik Stafseth, Executive Director
Joe Rhoades

Associated General Contractors

Ben M. Hogan, President
James M. Sprouse, Executive Director
Marvin F. Bogelt, Chairman, Highway Division
James D. Pitcock, Jr., Under Chairman, Highway Division
John Ellis, Assistant Executive Director
Roger D. Allan, Director, Highway Division
Fred Armstrong, Assistant Director, Highway Division
Warren S. Richardson, Director, Legislative Division

Highway Users Federation

Peter Koltnow, President
Carlton Robinson, Executive Vice President
James Martin, Public Affairs
Steve O'Toole, Public Affairs

National Association of Motor Bus Owners

Charles Webb, President
James Cochran, Special Assistant



Prominent Highway-Interest Officials

Bennett C. Whitlock, President-elect, American Trucking Associations, Inc.
William D. Eberle, President, Motor Vehicle Manufacturing Association
John J. Pohanka, President, National Automobile Dealers Association
John C. White, Executive Vice-President, Private Truck Council of America, Inc.
Malcolm R. Lovell, Jr., President, Rubber Manufacturers Association
Frank N. Ikard, President, American Petroleum Institute
L.E. Birdsong, Acting Executive Director, American Association of Motor
Vehicle Administrators
J.B. Creal, Executive Vice President, American Automobile Association
William N. Carey, Jr., Executive Director, Transportation Research Board
William E. Dickinson, President, Salt Institute
Charles W. Reese, Executive Director, Portland Cement Association
William L. Carter, President, National Crushed Stone Association
John R. Gray, Executive Director, National Asphalt Pavement Association
Paul J. Tierney, President, Transportation Association of America
Robert M. Koch, President, National Limestone Institute
Jefferson D. Keith, Executive Vice President, National Tire Dealers and
Retreaders Association
Vincent L. O'Donnell, Managing Director, Private Carrier Conference, Inc.
W. Gerald Wilson, President, International Road Federation
Gene Wirwhan, Legislative Officer, American Motorcycle Association

National Governors' Conference:

Governor George Busbee (Georgia), Chairman, NGC Transportation Committee
Governor William Milliken (Michigan), Vice Chairman, NGC Transportation
Committee
Stephen Farber, Executive Director, National Governors' Conference
Bud Thar, Transportation Specialist for National Governors' Conference



National Conference of State Legislatures:

Delegate Robert E. Washington, Chairman, NCSL Transportation Committee
Gerry Sohns, Director, NCSL Federal-State Office
Joseph Mullins, NCSL Transportation Specialist

National Association of Counties:

Daniel Mikesell, Supervisor, San Bernadino County, California; Chairman,
NACo Transportation Steering Committee
Johnny Voudouris, Commissioner, Travis County, Texas; Chairman, NACo
Highways Subcommittee
Bernard Hillenbrand, Executive Director, National Association of Counties
Sandra Spence, NACo Transportation Specialist
Ralph Tabor, Director, NACo Federal Affairs Office
Dr. Marianne Hankard, NACo Transportation Specialist

U.S. Conference of Mayors:

Mayor Neil Goldschmidt (Portland, Oregon), Chairman, USCM Transportation
Committee
John Gunther, Executive Director, USCM
Carl Riedy, USCM Transportation Specialist



National League of Cities:

Councilman Aubrey Davis, Chairman, NLC Transportation Committee
Alan Beals, Executive Director, NLC
Kathy Massey, NLC Transportation Specialist

Other:

Richard Peet, President, Citizens for Highway Safety
Michael Dye, Florida Department of Transportation
Douglas N. Schneider, Director, D.C. Department of Transportation

Ann Hale (Secretary to Theodore Lutz, DOT)
Margaret Carr (Secretary to Barclay Webber, DOT)
Barbara Wood (Secretary to Michael Finkelstein, DOT)
Gladys Heim (Secretary to Governor Tiemann, DOT)



THE WHITE HOUSE

WASHINGTON

May 4, 1976

SIGNING CEREMONY FOR FEDERAL-AID HIGHWAY ACT OF 1976

Wednesday, May 5, 1976

3:00 p.m.

The Rose Garden

From: Jim Cannon 

I. PURPOSE

The purpose of this meeting is to sign the Federal-Aid Highway Act of 1976 which is a significant Presidential accomplishment and provides another example of your work with the Congress to produce important domestic legislation.

II. BACKGROUND, PARTICIPANTS AND PRESS PLAN

A. Background

The Federal-Aid Highway Act of 1976 is a 27-month program which permits the highway program to continue and sets the stage for the next Congress to again confront critical issues facing the Nation's highway program. The Act authorizes \$17.6 billion for continuation and extension of the interstate and non-interstate highway system and for highway safety programs. It will result in the continuation and generation of a large number of jobs and have a strong impact on the economy.

The Act assigns priority to completion of the critical links in the Interstate system, and gives the States more authority and control over highway funds. It will consolidate a number of existing



categorical grant programs and increase States' flexibility in the use of highway funds.

B. Participants

Secretary Coleman
Others at Tab A

C. Press Plan

Full press coverage.

III. TALKING POINTS

Remarks to be supplied by Bob Orben.

PARTICIPANTS

A. Congressional

A list of invitees is attached. Acceptances will be submitted to you in early morning by Max Friedersdorf.

B. Other Attendees

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Jennings Randolph, Committee Chairman
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Lloyd M. Bentsen, Jr., Subcommittee Chairman
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Joseph Montoya
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Pete Domenici
James McClure

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Richard Harris, Minority Counsel
George Fenton, Staff Member
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Rodger Schlickeisen, Budget

Senate Finance Committee:

Russell B. Long, Chairman
Carl Curtis, Ranking Minority Member



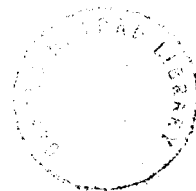
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William Harsha, Committee Ranking Minority Member
James J. Howard, Subcommittee Chairman
Bud Shuster, Subcommittee Ranking Minority Member
James Wright
Harold Johnson
Glenn Anderson
Robert Roe
Mike McCormack
James V. Stanton
Bella Abzug
John Breaux
Bo Ginn
Norman Mineta
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Ray Warner, Director of Congressional Relations

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Joe Rhoades

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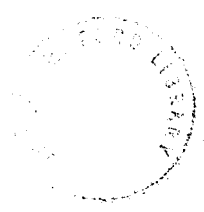
Ben M. Hogan, President
James M. Sprouse, Executive Director
Marvin F. Bogelt, Chairman, Highway Division
James D. Pitcock, Jr., Under Chairman, Highway Division
John Ellis, Assistant Executive Director
Roger D. Allan, Director, Highway Division
Fred Armstrong, Assistant Director, Highway Division
Warren S. Richardson, Director, Legislative Division

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Frank N. Ikard, President, American Petroleum Institute
L.E. Birdsong, Acting Executive Director, American Association of Motor
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J.B. Creal, Executive Vice President, American Automobile Association
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William L. Carter, President, National Crushed Stone Association
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Carl Riedy, USCM Transportation Specialist

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Alan Beals, Executive Director, NLC
Kathy Massey, NLC Transportation Specialist

Other:

Richard Peet, President, Citizens for Highway Safety
Michael Dye, Florida Department of Transportation
Douglas N. Schneider, Director, D.C. Department of Transportation

Ann Hale (Secretary to Theodore Lutz, DOT)
Margaret Carr (Secretary to Barclay Webber, DOT)
Barbara Wood (Secretary to Michael Finkelstein, DOT)
Gladys Heim (Secretary to Governor Tiemann, DOT)



FOR IMMEDIATE RELEASE

MAY 5, 1976

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

THE WHITE HOUSE

REMARKS OF THE PRESIDENT
UPON SIGNING THE
FEDERAL HIGHWAY ACT OF 1976

THE ROSE GARDEN

3:03 P.M. EDT

Secretary Coleman, distinguished Members of the Congress, distinguished guests:

I am signing today a bill, H.R. 8235, which authorizes more than \$17.5 billion dollars for the extension of the Federal Aid to Highways program. Many, many thousands of jobs will be directly, as well as indirectly, supported by the legislation which will provide for key links in the interstate highway system, upgrade existing highways and develop public transit facilities.

Primary responsibility for selecting projects and administering this grant program will continue to rest with the State and local authorities. While this Act does not include everything that this Administration proposed to the Congress, it is an important step toward meeting America's transportation needs.

For that reason, Mr. Secretary and members of the Congress, I am very pleased to sign this legislation which is a very significant piece of legislation and a very important one as far as our economy and our transportation facilities is concerned.

END

(AT 3:04 P.M. EDT)



MAY 5, 1976

Office of the White House Press Secretary

THE WHITE HOUSE

STATEMENT BY THE PRESIDENT

Today I have signed into law the Federal-Aid Highway Act of 1976. This legislation is the product of almost a year-long debate. On July 7, 1975, I submitted a proposed long-range bill recommending some fundamental changes in this program. The Act I am signing today is a two-year interim measure which permits the program to continue while setting the stage for the next Congress again to confront the critical issues facing the program.

The proposal that I forwarded to Congress last July had four principal objectives.

-- First, it recommended the restructuring of the present system of financing highways. The Trust Fund would have been reserved exclusively for the completion of the Interstate System, all other Federal highway assistance would have come from the general fund, and one cent of the gas tax would have been returned to the States.

-- Second, more than thirty categorical grant programs would have been consolidated into three block grant programs.

-- Third, the Federal interest in the Interstate System would have been more precisely defined, by placing primary emphasis upon completion of critical intercity routes on the System.

-- Fourth, the Federal resources authorized for the highway program would have been held to responsible levels, consistent with the overriding need to control Federal spending while still sufficient to achieve the objectives of the program.

The Congress addressed each of these issues in its deliberations on this bill and made progress in the direction I had recommended. The bill I am signing today consolidates a number of existing categorical grant programs into a broader, more flexible program, a step which should help State and local officials solve their transportation problems more effectively. This legislation also assigns priority to the completion of intercity routes, closing critical gaps in the Interstate System. Although this Congress did not address all of the fundamental issues of the highway program, the next Congress will need to deal comprehensively with them.

more



I am pleased to note that the Congress has taken some action to bring the operation of the highway program under better fiscal control. However, because the bill would still result in substantial outstanding authorizations being available during fiscal year 1977, I believe it is important for Congress to take separate action to place an obligation ceiling on the Federal-Aid Highway Program at least through fiscal year 1977. Further, new activities authorized in this legislation will be carefully scrutinized before any requests for additions to the budget are sent to Congress.

For more than 25 years in national government, in both the Legislative and Executive branches, I have been a firm supporter of the highway program. As a member of Congress in 1956, I voted for the landmark legislation which established the Highway Trust Fund. I have been deeply involved in the legislative process over the past two decades as the highway program has been expanded and made more responsive to local transportation needs. It is a privilege to be serving as President today and to sign legislation extending and improving this important program. A spirit of cooperation between this Administration and the Congress enabled all parties to arrive at an acceptable bill which permits a vital program to continue. We will continue to work with the Congress to seek better, long-term solutions to our national transportation problems as the nation enters its third century.

#



MAY 5, 1976

Office of the White House Press Secretary

THE WHITE HOUSE

FACT SHEET

FEDERAL-AID HIGHWAY ACT OF 1976

The President is signing into law today the Federal-Aid Highway Act of 1976 (H.R. 8235) which provides more than \$17.5 billion for the continuation of Federal highway construction rehabilitation and safety programs and extends the Highway Trust Fund as a method of financing them for two years.

BACKGROUND

Last July, the President sent to the Congress a comprehensive, long-term highway bill, proposing:

- A restructuring of the present trust funding system with \$1 billion of gas tax assistance available directly to the States.
- Consolidation of the many categorical grants in the Non-Interstate program into three broad block grants of Rural, Urban, and Safety Assistance.
- Focusing prime Federal attention on completion of critical intercity routes on the Interstate System, and
- Providing long-term, responsible funding levels for highway programs consistent with new Congressional budget procedures.

H.R. 8235 is a compromise bill that extends the important highway programs until the next Congress can fully deal with these proposals.

HIGHLIGHTS OF H.R. 8235

A. Interstate Highway Program.

- Provides funds for the first time expressly for rehabilitation and restoration projects on the Interstate system.
- Liberalizes the Interstate transfer provisions to allow construction of other highways and/or mass transportation facilities or equipment when nonessential Interstate segments are deleted.
- Assigns priority to the completion of the intercity routes closing critical gaps in the Interstate System. Thirty percent of a State's Interstate funds must be used on the portions of the System in a State which contribute to the continuity of the national system.

more

B. Non-Interstate Highway Program.

- Consolidates a number of existing categorical grant programs into a broader, more flexible program. The bill also allows for the transfer of funds between system categories to allow States increased flexibility in the use of highway funds where they are needed.
- Simplifies the delivery of Federal highway funds by allowing the States themselves to certify compliance with a number of Federal project approval requirements.

C. Highway Safety Programs.

- Provides increased authority to waive uniform highway safety program standards in that the Secretary of Transportation need not require every State to implement every requirement of every standard.
- Provides more flexibility in applying the highway safety fund penalty against noncomplying States by permitting the withholding of 50-100 percent of such funds rather than the 100 percent previously required.
- Requires the Secretary of Transportation to evaluate the effectiveness of the highway safety program standards and the need for changes in the standards and report to the Congress by July 1, 1977, and suspends the highway safety fund penalty until that report is submitted.
- Creates a new incentive program for the reduction in the absolute number of fatalities. This program will complement the existing incentive program for fatality rate reduction.
- Continues the Safer Roads Program as a permanent program and consolidates it with Off-System roads to improve safety and capacity of existing roads.

D. Other Important Provisions.

- Meshes more effectively the operation of the highway program with the Congressional budget control process by revising the dates on which highway funds are made available to conform with the start of the new fiscal year.
- Continues and modifies the current highway beautification program which is directed towards eliminating unsightly roadside billboards, controlling roadside junkyards, and improving the landscape along the Nation's highways.
- Continues the current program which permits the expenditure of up to \$10 million a year of highway funds for equal opportunity training programs.

more

Funding Provisions of the Act.

The attached Table reflects the funding authorizations for FY 1977-78, the two years for which this Act contains authorizations for all of these programs. In addition, the Federal-Aid Highway Act of 1976 includes transition quarter authorizations of approximately \$1.9 billion, the bulk of which reflects the movement to a revised date of apportionment for non-Interstate highway funds. The bill also contains annual authorizations for the Interstate highway program through 1990.

1976 FEDERAL-AID HIGHWAY ACTFY 1977-1978 Authorizations
(in millions)

<u>Basic Federal-Aid Highway</u> <u>Construction Programs</u>	<u>1977</u>	<u>1978</u>
Interstate <u>1/</u>	3,250 <u>2/</u>	3,516
Consolidated Primary	1,350	1,350
Secondary	400	400
Urban System	800	800
Safety Construction/Off-System	<u>755</u>	<u>755</u>
Subtotal	6,555	6,821
<u>Other DOT Construction Programs</u>	486	482
<u>Safety Assistance</u>	212	237
<u>Non-DOT Highway Programs</u>	<u>308</u>	<u>308</u>
Total	7,562	7,848

1/ Funds authorized for Interstate become available one year in advance of the fiscal year for which authorized.

2/ Authorized in 1973 Federal-Aid Highway Act and was not changed in 1976 Highway Act.

#

THE WHITE HOUSE

WASHINGTON

May 20, 1976

MEMORANDUM FOR: JIM CANNON

FROM: ~~JUDITH RICHARDS HOPE~~ *AW*

SUBJECT: Highway Funds for California, Oregon, Nevada

The 1976 Highway Bill which the President signed May 5, 1976, will provide the following total amounts to the named states through Fy 78:

California \$746,740,492.00

Oregon \$199,440,514.00

Nevada \$ 78,346,730.00

THE WHITE HOUSE

WASHINGTON

May 20, 1976

MEMORANDUM FOR:

ART FLETCHER

FROM:

JIM CANNON

SUBJECT:

New Brunswick, New Jersey

I ran into Mr. Sellars of Johnson & Johnson the other day, and he said that no one had gotten back to him on the Route 18 matter.

According to Judy Hope, the status is as follows:

The State of New Jersey made a presentation to the Coast Guard in full color and stereophonic sound yesterday. New Jersey believes they will have met all environmental impact statement requirements and will expect the Department of Transportation to keep its promise to make a decision within 2 weeks of the presentation. DOT, of course, will do so if New Jersey has actually met the requirements.

Would you please give Sellars a call?



THE WHITE HOUSE
WASHINGTON

~~AT~~

When does

New Brunswick

effort stand?

Jim



THE WHITE HOUSE
WASHINGTON

Mr. Cannon:

Do you wish to get back
to Mr. Sellars of Johnson
and Johnson?

Judy says she has not
been in touch with him
per your instruction.

j



THE WHITE HOUSE
WASHINGTON

201

524-6000
-6007

Letters of

Shaw & Johnson

At 18 Thompson
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to you in
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John Mullen -
oriented w/ me

see T. provision

THE WHITE HOUSE
WASHINGTON

May 3, 1976

MEMORANDUM FOR:

JIM CANNON
ART QUERN

FROM:

STEVE McCONAHEY *SGM*

SUBJECT:

Route 18, New Brunswick,
New Jersey

Attached is a response from Judy indicating DOT's position vis-a-vis New Brunswick. As you know, the Bridge figures into the plans of Johnson & Johnson to stay in New Brunswick.

Attachment



THE WHITE HOUSE
WASHINGTON
April 26, 1976

Copy
to a

MEMORANDUM FOR: STEVE MCCONAHEY
FROM: JUDITH RICHARDS HOPE
SUBJECT: Route 18, New Brunswick, New Jersey

You have forwarded to me for handling, two letters concerning the bridge across the Raritan River in New Brunswick, New Jersey. You should know that Judith Connor has been deeply involved in this question and that ~~contrary to~~ the misinformation contained in both Governor Byrne's and James Grogan's letters, (New Jersey State Building and Construction Trade's President) she has not denied the permit, but only rejected the inadequate environmental impact statement which has been filed. Moreover, about a week ago, there was a meeting at DOT, where all interested persons were represented. Bill Coleman chaired the meeting and all agreed that if an adequate environmental impact statement was returned within four weeks, Coleman would make his final decision in two additional weeks, for a total of six weeks, which is pretty good. Moreover, reading between the sentences, seems to me that the permit will probably be granted. Judith Connor has rightly refused to grant a permit, however, without an adequate environmental impact statement because there are many people who totally oppose this bridge and totally oppose the additional traffic which would be brought in. ~~and~~ She does not want Bill Coleman or the DOT to be sued for granting the permit without following all of the requirements of the law.



6/5/76

Steve -

Can today

talk to

FHW A ?

Jim

6/7/76

GMC

Yes - I will talk with her about it!
Steve.



to:

LOS ANGELES AREA

Have you seen?

14. Federal Highway Assistance

Councilman Robert Wilkinson (City of Los Angeles) has written to the White House expressing frustration with the Federal Aid Urban Systems Program as established under the past Federal-Aid Highways Act. This program was intended to allow the use of highway trust funds for a variety of the transportation related projects. An interim response has been sent to Councilman Wilkinson indicating that his problem is being reviewed by DOT. The President could indicate that he is sensitive to these kinds of delays and that he has launched several efforts to eliminate unnecessary Federal procedures and delays.

15. HR 10210 (Unemployment Compensation)

Congress is currently considering this piece of legislation to include State and local officials in the unemployment compensation provisions. Los Angeles County has been one of several local jurisdictions opposing this action and indicating that it would be a major financial burden on localities. Most of the large public interest groups representing State and local officials have taken positions in opposition to this legislation.

16. LEAA

Los Angeles County has experienced administrative difficulties in the LEAA program. Specific administrative procedures have in the minds of some, incumbered more than was intended in the legislation.

17. City Financial Condition

Los Angeles Mayor Tom Bradley recently submitted an unbalanced budget with recommendations for major cut backs in personnel and city services. Similar to other cities in California, Los Angeles has experienced skyrocketing municipal service costs largely due to rising employee wages. A State law passed in 1972 (SB-90) placed a property tax limit on cities and counties. As a result, many cities are now reaching the legal limitation on property tax revenue. The fact that the State government has been enjoying a "surplus situation" has caused many local governments to demand greater state participation in local services costs.

Don't know if this is a major financial burden on localities. Most of the large public interest groups representing State and local officials have taken positions in opposition to this legislation.

State has been their financial support

State

6/2/76



Highways

Johnson & Johnson

RICHARD B. SELLARS
CHAIRMAN OF THE BOARD

NEW BRUNSWICK, NEW JERSEY 08903
June 16, 1976

Mr. James M. Cannon
Executive Director
Domestic Council
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D. C. 20500

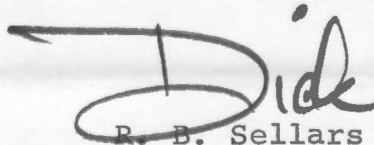
Dear Jim:

We are enormously pleased with the positive public reaction to the revitalization plan proposed for downtown New Brunswick by I. M. Pei, the architect and urban planner.

Attached for your information is a sampling of press coverage of the community renewal plans of New Brunswick Tomorrow and the New Brunswick Development Corporation, which commissioned the Pei study.

As these stories indicate, the success of the plan depends upon extension of Route 18 and we are banking on D.O.T. approval of this modest but important highway.

Sincerely,


R. B. Sellars

RBS/s

Enclosure

P.S. The revitalization of New Brunswick is an excellent example of the private system--operating at its best. To date, the process has not sought financial assistance from state nor federal agencies.

R.B.S.



to Rt. 18 extension

... said Wallach.
... breakdown of
... \$24 million for
... housing units in the
... et area; \$25 million
... square feet of new
... the upper part of the
... commercial plaza;
... for physical im-
... George



150M New Brunswick Facelift

By FRANK McKEOWN

A \$150 million revitalization plan that would create 5,000 new jobs and bring in as much as \$25 million in retail sales to New Brunswick was unveiled yesterday by an architectural firm.

I. M. Pei, the internationally known architect, formulated the plan for New Brunswick Tomorrow, a nonprofit organization that is leading in the city's revitalization, and the New Brunswick Development Corp.

from Route 18 by a heavily landscaped green area. To link the downtown area over the busily traveled major roadway, a pedestrian walkway is to be built to a proposed waterfront park containing a marina and amphitheater.

redistribution of traffic with a system of loops, but he admitted it was dependent on the proposed extension of Route 18 — a proposal that has been stalled for years.

To further ease traffic, the plan calls for the widening of Albany St. (Route 27) from the bridge over the Raritan to the railroad station and a landscaped

Tribune, Woodbridge, N.J.—Friday, May 28, 1976

Brunswick revitalization plan unveiled

of corporate administration for Johnson and Johnson, one of the initial business backers of revitalization plans for the city, warned yesterday that further delays in extension plans for Route 18 and the proposed Raritan River Bridge crossing could jeopardize the existence of both organizations and the revitalization plans.

By narrowing George Street, the additional footage on each side could be used for planting trees, adding benches and fountains, Pei said.

plans for neighborhoods. A series of public meetings in the six wards of the city will be scheduled to allow merchants and residents displaced by development activities

neither the private sector nor government alone can provide all the resources needed for a comprehensive revitalization program... the community development process works best when it is a joint venture of willing partners committed to

Heldrick said that if permission is not granted for the spur, "it's going to cause a serious in-depth appraisal of our plans and our dreams as we have them today."

— Transforming Albany Street into any "intimate pedestrian environment" by maintaining the existence of low scale buildings rather than a large office complexes and transforming it into a tree-lined boulevard.

Exciting proposal

It's exciting. It's attractive. It's a forward-looking proposal for a complete facelift of downtown New Brunswick. If it can be accomplished, the development plan unveiled this week by the prestigious architectural and urban planning firm of I. M. Pei will indeed result in the new New Brunswick that the private New Brunswick Tomorrow agency has been seeking. The heart of Pei's revitalization proposal is a plan for \$150 million worth of commercial and housing construction which could generate as many as 5,000 new jobs and increase retail sales by as much as \$25 million.

Route 18 still key

In unveiling his firm's proposal for the redevelopment of New Brunswick, I.M. Pei emphasized the importance of completing the long-stalled Route 18 extension and bridge over the Raritan. Without that vital link, he noted, it would be impossible to transform a section of George Street into the mall-like shopping thoroughfare he envisions.

Had the six-week deadline for state and federal action on the Route 18 bridge permit request been met, approval for construction might have been granted this week. It would have been a favorable omen.

Nonetheless, the Route 18 project IS, state and federal officials assure us, wending its way toward approval, only a couple of weeks behind the schedule established in April.

And with the completion of the revitalization plan, the Route 18 approval can't come quickly enough.

n plan

By TED SERRILL
Home News staff writer
NEW BRUNSWICK — A \$150-million initial development plan that could create as many as 5,000 jobs in downtown New Brunswick was made public this morning by I. M. Pei, New York architect and urban planner.

— Constructing new housing in the 10 acre Hiram Market area of the downtown business district bounded by Neilson, Church and Richmond Streets, by either adding 375 units in clusters of townhouses or row houses of five stories, or if required by economic factors, adding a maximum of 650 units by combining townhouses with "other unique concepts." Two parking levels would exist below.

The plan also envisions a transformation of Albany Street into a wider, tree-lined boulevard, the creation of an attractive pedestrian "environment" on George Street between Albany and New, and the development of Elmer B. Boyd Memorial Park to include a public boat marina and an amphitheater.

Two of the most impressive aspects of the Pei proposal are the widening and highlighting of some streets and the transformation of buildings into the

As much as \$25-million in additional retail sales could be expected in the central business district, Pei said at a news conference in the Holiday Inn, North Brunswick.

Pei told reporters yesterday that he was confident the plan would be implemented and could be implemented immediately if funding were available.

David Nesbitt, president of the New Brunswick Development Corp., said the key to the concept was "simultaneous development (of all city needs) at a scale that makes sense for New Brunswick."

Although it could take longer, Nesbitt said he was optimistic that the improvements could begin in five years.

As part of the first stage, Pei envisions four new office buildings, comprising 525,000 square feet, on the upper part of the downtown commercial plaza.

David Nesbitt, president of the New Brunswick Development Corp., said the key to the concept was "simultaneous development (of all city needs) at a scale that makes sense for New Brunswick."

He said a significant feature of the concept was that it is "beginning to create a new type of environment that can be duplicated elsewhere in the country."

Two of the most impressive aspects of the Pei proposal are the widening and highlighting of some streets and the transformation of buildings into the

A ground-breaking already has been set this summer for a 125,000-square-foot building adjacent to the six-year-old existing building on George St.

He said a significant feature of the concept was that it is "beginning to create a new type of environment that can be duplicated elsewhere in the country."

Two of the most impressive aspects of the Pei proposal are the widening and highlighting of some streets and the transformation of buildings into the

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New Brunswick details \$150 million facelift plan

THE STAR-LEDGER

By LAWRENCE NAGY
Plans for a \$150 million downtown redevelopment program in New Brunswick were unveiled yesterday by officials of the city's private "revitalization" agencies.

gram hinges on completion of the Route 18 spur across the Raritan River.

to David Nesbitt, corporation president.

NEW BRUNSWICK — The \$150-million downtown redevelopment plan proposed by architect I.M. Pei and his staff has excited city officials.

ment the Pei central business district program. The final model has not been completed, but some results will be made public within two weeks, Epps said.

Officials of New Brunswick Tomorrow, the New Brunswick Development Corp. and I.M. Pei, the New York architect and urban planner, met with the agencies to discuss the central business district, streets

Pei's plans call for more than 500,000 feet of new office space, specialty shops, a tree-lined main boulevard, a pedestrian traffic loops, a pedestrian shopping mall and new housing units.

The proposed office space and shops would create about 5,000 jobs and generate \$25 million in retail sales in the city, according to agency officials. New housing in the Hiram Market area would help account for a projected rise in the city's population from 43,000 to nearly 60,000.

Pei himself emphasized yesterday that it is not a "blue sky" plan.

"You have to look at the overall situation. This town has been going nowhere. This has to be up, and if any of us can contribute to it, it has to be. If any of us bucks a plan of this nature, we're going to be idiots."

Implementation of the plans will be handled by the development corporation, relying almost entirely on private sources of funding, according to David Nesbitt, corporation president.

John J. Heldrick, vice president of corporate administration, said the plan would create about 5,000 new jobs and generate \$25 million in retail sales in the city, according to agency officials.

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John McDonald said the plan would create about 5,000 new jobs and generate \$25 million in retail sales in the city, according to agency officials.

It will include \$150 million worth of commercial and housing construction, plus tree-lined boulevards and pedestrian shopping malls, parks, marinas and an amphitheater.

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It's an ambitious and exciting project. The new New Brunswick may point the way for New Jersey, and we're going to watch with interest.

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New New Brunswick

NEW BRUNSWICK (UPI) — Architect I.M. Pei Thursday unveiled a \$150 million program designed to revitalize the deteriorating downtown section of this city of 42,000.

The plan was commissioned by New Brunswick Tomorrow, a private citizens group working to rebuild parts of downtown New Brunswick and attract new business and jobs.

Pei, an internationally known architect with the New York firm of I.M. Pei & Partners, said the plan would include a two-block shopping plaza in the

Vincent I. Cassese, chairman of the Community Improvement Committee, said the plan would include a two-block shopping plaza in the

more to scale than anything else forward."

Downtown plan's fate tied to Rt. 18 extension

By TED SERRILL
Home News staff writer
NEW BRUNSWICK — Only one thing might stop the implementation of the \$150-million initial downtown development program presented by architect I.M. Pei to New Brunswick Tomorrow (NBT), the citywide private revitalization agency.

That is the conceivable failure of the state's plans to extend Route 18 up the Raritan River and across the river to an interchange in Piscataway, according to officials of NBT.

"You have to be optimistic, but if a permit is denied, it would cause a very in-depth serious reappraisal of our plans and dreams as portrayed today," said NBT board Chairman John J. Heldrich at a news conference yesterday.

"Without Route 18, I would be extraordinarily pessimistic about the future of New Brunswick," added Middlesex County Freeholder Director Peter Daly Campbell, an NBT director.

The Route 18 extension has encountered a long series of delays on the federal level. The state has not yet resolved questions raised about the potential adverse effect of the state alignment on the environment, although state officials promise to satisfy all inquiries.

NBT is not presently working

on any other alignment that might be more satisfactory to all parties, according to president, Abraham Wallach. Nor, in his opinion, is there any other alignment possible in New Brunswick that would not hurt the population more than the advantages accrued from the downtown redevelopment plan.

He and other officials emphasized the highway extension is vitally important because many of the development projects and traffic and parking changes in the Pei plan are keyed to the Route 18 extension, together with the existing terminus of Route 18 (Memorial Parkway) serving as a major crosstown route.

Former mayoral candidate Bruce Newling said: "If the Pei plan is dependent on Route 18, it doesn't show much ingenuity. They could still succeed with a good transportation system."

One of the fresh disclosures made by Pei yesterday is the widening of Albany Street to 130 feet from near the Albany Street Bridge to the Penn Central Railroad Station.

This would require razing all the buildings fronting on the north side of Albany up to the station, said Pei, except the Public Service Electric & Gas power station at the foot of Albany.

Johnson & Johnson already

owns many of those buildings. They are among more than \$2 million in properties acquired over the past 1½ years in an eight-block area bounded by Albany, George, Somerset and Water streets.

Beyond Somerset, on the other side of the Penn Central Railroad elevation, is the J&J worldwide administrative complex, extending from George Street to the river.

Wallach expressed optimism that if the state agrees to widen Albany — should that become a formal NBT proposal — J&J will donate its frontage properties and any others it may acquire along Albany.

J&J hopes to develop the section in which it has been buying property for part of its worldwide headquarters, said Heldrich, who is vice president for administration for J&J. Both these plans are conditional on the success of the revitalization effort embodied in the Pei plan.

Pei proposes a landscaped median down the center of Albany to separate the lanes.

"The opening up of Albany is a great idea," said S. Landis Ford, director. "That would be a new sight of the city, with all the potential beauty."

come the focal point for that part of the city."

The station should remain — although with building and site improvements, said Pei.

Potentially, the most controversial of Pei's recommendations is the widening of Joyce Kilmer

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mum estimate, said Wallach.

The estimated breakdown of costs includes: \$24 million for about 600 housing units in the Hiram Street area; \$25 million for 500,000 square feet of new offices on the upper part of the downtown commercial plaza; and \$1 million for physical im-

provements, said Pei.

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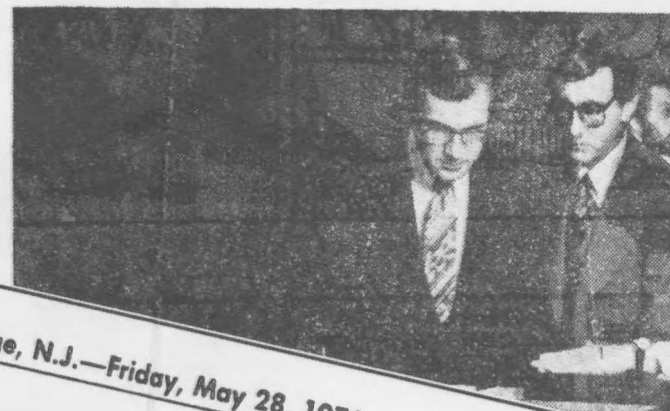
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New Brunswick revitalization plan

By CHARLES OLIVER
News Tribune staff writer

NEW BRUNSWICK — A proposed \$150 million revitalization plan for the city's business district — a model project between the city and the private sector here — was introduced yesterday.

The ultimate plan, which is years away from the necessary financing and city approvals, could create through proposed additional office and retail space as many as 5,000 new jobs and as much as \$25 million annually in additional retail sales in the city, its backers said.

International architect and urban planner I.M. Pei of New York presented his outline for the revitalization as the first step in an overall community redevelopment here at a press conference at the Holiday Inn, Route 1, North Brunswick, N.J., yesterday.

of corporate administration for Johnson and Johnson, one of the initial business backers of revitalization plans for the city, warned yesterday that further delays in extension plans for Route 18 and the proposed Raritan River Bridge crossing could jeopardize the existence of both organizations and the revitalization plans.

Heldrich said that if permission is not granted for the spur, "it's going to cause a serious in-depth appraisal of our plans and our dreams as we have them today."

Last month the Department of Transportation in Washington called for further study on the 15-year-old plans, further delaying the proposal.

Pei described the future of the business district as a "face-lift" to the central business district, adding that it would be a "simultaneous development" of all city needs at a scale that makes sense for New Brunswick.

Although it could take longer, Nesbitt said he was optimistic that the improvements could begin in five years.

He said a significant feature of the concept was that it is "beginning to create a new business district in the city, one that can be duplicated elsewhere."

Abraham Wallach, the full-time president of New Brunswick Tomorrow, reported that the strategy will be to draw upon community resources in financing the plan, including innovative financing techniques, the private sector, public bond issues, state and federal funding in addition to economic development agencies to develop work-

By narrowing George Street, the additional footage on each side could be used for planting trees, adding benches and fountains, Pei said.

"Transforming Albany Street into any other street would be a disaster," he said, "maintaining the existence of low scale buildings rather than a large office complex and transforming it into a tree-lined boulevard."

Constructing new housing in the 10-acre Hiram Market area of the downtown business district bounded by Neilson, Church and Richmond Streets, by either row houses of five stories, or if required by economic factors, adding a maximum of 650 units by combining townhouses with "other unique concepts." Two parking levels would exist below.

Pei told reporters yesterday that he was confident the plan would be implemented and could be implemented immediately if funding were available.

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Face-lift: \$150-million plan



THE NEW YORK TIMES, FRIDAY, MAY 28, 1976

I. M. Pei Proposes a Rebirth for New Brunswick

Special to The New York Times
NEW BRUNSWICK, May 27 — If I. M. Pei has his say, downtown New Brunswick will be transformed from a decaying business area into an urban showplace.

The architect, who came to the United States from China in 1935 and is known for such designs as the Kennedy Library, the East Building of the National Gallery of Art in Washington and Philadelphia's Society Hall, unveiled today a \$150 million plan to rebuild New Brunswick's center city into a model commercial and residential community.

"New Brunswick's business district is kind of sick," Mr. Pei said, "but compared with other center cities, its neighborhoods are stable and the city is manageable."

Mr. Pei would restore the city to health by adding four office buildings, a hotel, town houses and shopping malls. He would also have trees planted along Albany Street and Railroad Plaza.

He said he would not have undertaken the project if he did not think it would be financed and carried out.

Leadership Cited

"We believe that New Brunswick has the civic and political leadership to take action on this plan," Mr. Pei said. "We have no time to draw up plans that will sit on the shelf."

Particularly powerful forces in the community, he said, are Rutgers, the state university, and Johnson & Johnson, the pharmaceutical company that has its corporate headquarters here. J & J has already purchased land adjacent to the proposed revitalization area.

The downtown reconstruction is being led by a private group of business and civic interests known as New Brunswick Tomorrow, under the chairmanship of John J. Heldrich,

corporate vice president of Johnson & Johnson. A full-time staff has been hired.

However, the key to completion of construction will rest on attracting financing in today's private market. Toward that end, a separate Development Corporation has been established under Richard B. Sellars, chairman of Johnson & Johnson. It will depend almost entirely on private



L. M. Pei

Route 18 along its proposed alignment, including a new bridge across the Raritan River. Approval has been delayed by the Federal Department of Transportation pending studies of alternate routes.

"If the bridge permit is denied, we would have to have a serious reappraisal of this entire plan," Mr. Heldrich said.

Mr. Pei agreed that traffic flow was essential to relieving the congestion in George Street, the main artery of New Brunswick, and that traffic circulation depended on completion of Route 18 along the Raritan River.

Four Phases Planned

The reconstruction plan would be undertaken in four phases:

First, revitalization of George Street into an area of retail specialty shops, and possibly a 1,500-foot pedestrian mall when Route 18 is completed. A \$5 million office building is scheduled for groundbreaking later this summer.

Second, construction of a "first class" hotel on Albany Street to provide meeting space for area groups. Also, construction of townhouses and row houses to accommodate between 400 and 700 families in a section town near the river.

Third, transformation of Albany Street, which Mr. Pei said was not "a liability," into a tree-lined boulevard, and refurbishment of Railroad Plaza.

And fourth, construction of additional office buildings totaling 525,000 square feet.

Mr. Pei emphasized that the proposed plan was only step one in the move to make New Brunswick a model city.

"First, the city needs to develop some self-confidence," he said. "It's too early to talk about works of art, because it's not believable now. That will come later."

New Brunswick details \$150 million facelift plan

By LAWRENCE NAGY

Plans for a \$150 million downtown redevelopment program in New Brunswick were unveiled yesterday by officials of the city's private "revitalization" agencies.

Officials of New Brunswick Tomorrow, the New Brunswick Development Corp. and I.M. Pei, the New York architect and urban planner commissioned by the agencies to redesign the central business district, stressed that the program hinges on completion of the Route 18 spur across the Raritan River.

Pei's plans call for more than 500,000 feet of new office space, specialty shops, a tree-lined main boulevard, downtown traffic loops, a pedestrian shopping mall and new housing units.

Implementation of the plans will be handled by the development corporation, relying almost entirely on private sources of funding, according to David Nesbitt, corporation president.

The proposed office space and shops would create about 5,000 jobs and generate \$25 million in retail sales in the city, according to agency officials. New housing in the Hiram Market area would help account for a projected rise in the city's population from 43,000 to nearly 60,000.

John J. Heldrich, vice president of corporate administration, said the plan would be implemented and could be implemented immediately if funding were available.

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DAILY NEWS, THURSDAY, JUNE 3, 1976

THE NEW NEW BRUNSWICK

The prestigious architectural and urban planning firm of I. M. Pei has been hired to give New Brunswick a face-lifting that wows the imagination.

It will include \$150 million worth of commercial housing construction, plus tree-lined boulevards and pedestrian shopping malls, parks, marinas and an amphitheater.

It's an ambitious and exciting project. The new New Brunswick may point the way for New Jersey, and we're going to watch with interest.

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Transportation

THE WHITE HOUSE
WASHINGTON

June 23, 1976

MEMORANDUM TO: JIM CANNON

FROM: ARTHUR A. FLETCHER *AF*

SUBJECT: Johnson and Johnson, New
Brunswick, Economic Development
Project.

The attached letter from John Mullen, Vice President for Corporate Relations at Johnson and Johnson is self-explanatory.

It seems as though they are running into another significant roadblock in their attempt to make this project "happen".

I would like to discuss, at your earliest convenience, any further actions we might take at the White House level to keep this project moving.



Johnson & Johnson

JOHN R. MULLEN
VICE PRESIDENT
CORPORATE RELATIONS
CORPORATE STAFF

NEW BRUNSWICK, N.J.
June 21, 1976

Hon. Arthur Fletcher
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D. C. 20500

Dear Art:

I appreciated being able to talk to you this morning about the continuing problems on Route 18. Honestly it sometimes appears that the Federal government doesn't want to give encouragement to the revitalization of our cities. We continue to confront stumbling blocks in the Federal approval process. While it seemed like we were terribly close to a favorable decision from the Department of Transportation, this morning, as I indicated, Mrs. Judith Connor seems to be raising a new and troublesome issue. As you know, no Federal funding has been requested for this Route 18 extension project. In fact the only way the Federal authorities got involved at all was because the Raritan River is allegedly a navigable stream and therefore the Coast Guard has jurisdiction over any bridge structure which might cross the waterway. The project as you recall goes from Albany Street, New Brunswick, down the bed of the Delaware and Raritan Canal behind Johnson & Johnson and Rutgers, the State University and then crosses the Raritan River and terminates at River Road in Piscataway Township. Eventually it is hoped that Route 18 will be continued from that point to Route 287, a Federal interstate highway some two or three miles away. No alignment for that part of the project has been agreed upon. In fact for very real political reasons the governing officials of Piscataway Township have not been anxious to publicly commit themselves to any particular alignment. Mrs. Connor is apparently now suggesting that since ultimately this highway may go to Route 287 and since it is conceivable that Federal funds might be required for this final extension from River Road to Route 287 that the project is really one and must be considered in its entirety. Therefore other considerations would prevail and other studies must be made before a Federal decision is made.

The facts of the matter are really quite to the contrary. The municipalities, the County of Middlesex and the State of New Jersey have always considered these to be separate projects and



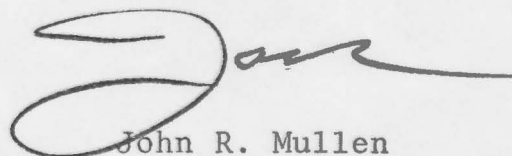
June 18, 1976

each has a very separate and distinct transportation purpose. Ultimately when the final hookup is made to Route 287 you have an integrated system. Until that time you have very valid transportation objectives met by the various pieces of the project. Additionally, and repeating myself, no Federal funds are or will be requested for the Route 18 extension from the Albany Street Bridge to River Road in Piscataway Township. In fact as Alan Sagner, Commissioner of Transportation for the State of New Jersey, advised me this morning, there is no way in which the State of New Jersey could conceivably be in a position to provide matching funds for any Federal participation at this time. Whether that picture will change in the future and put the State of New Jersey into a different posture with respect to the River Road to Route 287 situation is an unknown and a decision which is impossible to make at this time. I would therefore suggest that Mrs. Connor's alleged conjecture is not a real or valid one and should not act to deter in any way Secretary Coleman's positive support of the Route 18 application now pending before him.

We are grateful for the continuing interest which you and other members of the Domestic Council of the White House have shown in this Route 18 project. As the Newark Star Ledger in their Monday's editorial indicated, this is truly a model project for urban revitalization and rehabilitation. On modest and achievable scale, the New Brunswick revitalization could serve as a very effective and meaningful example of what can be accomplished in our troubled cities. I thought you would be interested in the Star Ledger editorial and have enclosed a copy of it.

We shall be forever grateful for any further efforts which you make in our behalf and if I can provide any further information or background, please call me.

Sincerely,



John R. Mullen

mjb
Enclosure

