

[Trip to Baltimore, MD, 8/7/79]

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GOOD MORNING, EVERYBODY. I REALIZE THAT VISITORS FROM WASHINGTON ARE NOT TOO POPULAR IN BALTIMORE THIS WEEK. I JUST WANT YOU TO KNOW THAT WHEN I GO BACK TO WASHINGTON THIS AFTERNOON, I AM NOT GOING TO TAKE THE ORIOLES WITH ME.

I'M HAPPY TO BE IN BALTIMORE. AND I'M ESPECIALLY HAPPY TO BE RIGHT HERE AT THE CORNER OF NORTH PATTERSON PARK AVENUE AND EAST BIDDLE STREET IN EAST BALTIMORE -- BECAUSE IT IS IN CITIES LIKE THIS ONE AND NEIGHBORHOODS LIKE THIS ONE THAT THE AMERICAN PEOPLE ARE GOING TO WIN THE WAR FOR ENERGY SECURITY.

(=OVER=) (THE WHOLE COUNTRY CAN LEARN.....)

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THE WHOLE COUNTRY CAN LEARN FROM WHAT YOU ARE DOING HERE IN BALTIMORE. I WENT ON TELEVISION ON JULY 15 AND TALKED ABOUT THE NEED FOR AMERICANS TO PULL TOGETHER, BECAUSE THAT IS THE ONLY WAY WE CAN SOLVE OUR ECONOMIC PROBLEMS AND OUR ENERGY PROBLEMS.

SINCE THEN I HAVE BEEN TAKING THAT MESSAGE ALL OVER THE COUNTRY -- AND I INTEND TO KEEP AT IT, WEEK AFTER WEEK AND MONTH AFTER MONTH, UNTIL THE MESSAGE GETS THROUGH.

BUT HERE IN BALTIMORE YOU ARE WAY AHEAD OF ME. YOU KNOW ALL ABOUT PULLING TOGETHER, BECAUSE YOU HAVE BEEN DOING IT FOR YEARS. YOU ARE DOING IT RIGHT NOW.

FIFTEEN YEARS AGO PEOPLE USED TO TALK ABOUT BALTIMORE AS A CITY IN DECLINE.

(=NEW CARD=) (BUT THE PEOPLE OF.....)

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BUT THE PEOPLE OF BALTIMORE REFUSED TO GIVE IN TO DESPAIR AND DIVISIVENESS. INSTEAD, YOU GOT TOGETHER AND WENT TO WORK. THE RESULT IS THAT TODAY BALTIMORE IS NOT ONLY ALIVE AND WELL, IT IS A NATIONALLY-RECOGNIZED URBAN SUCCESS STORY.

I DON'T KNOW OF A MORE DEDICATED, HARD-DRIVING, TOTALLY COMMITTED MUNICIPAL LEADER IN THIS COUNTRY THAN DON SCHAEFER. WHEN EXPERTS ON URBAN AFFAIRS DRAW UP LISTS OF THE BEST MAYORS IN AMERICA, DON SCHAEFER'S NAME IS ALWAYS NEAR THE TOP -- SOMETIMES RIGHT AT THE TOP. THAT MAN LOVES BALTIMORE -- AND BALTIMORE LOVES HIM.

I CAME HERE THIS MORNING BECAUSE I WANT THE WHOLE COUNTRY TO KNOW ABOUT WHAT YOU ARE DOING RIGHT HERE ON THIS CORNER.

(=OVER=) (A FEW MINUTES AGO.....)

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A FEW MINUTES AGO I VISITED WITH GENITHA "RYAN" AND HER DAUGHTERS LASHAUN AND CHARICE. MRS. "RYAN'S" HOUSE WAS BUILT A LONG TIME AGO, BUT THE CITY OF BALTIMORE, IN PARTNERSHIP WITH THE FEDERAL GOVERNMENT, HAS TURNED IT INTO A HOUSE OF THE FUTURE.

THOSE STRANGE-LOOKING PANELS UP ON THE ROOF USE THE POWER OF THE SUN TO HEAT WATER FOR WASHING AND BATHING, NOT JUST IN THE SUMMERTIME BUT THROUGHOUT THE YEAR. WE'VE GOT SOME JUST LIKE THOSE ON THE ROOF OF THE WHITE HOUSE.

RIGHT NOW, SOLAR PANELS ON TOP OF HOUSES ARE STILL AN UNUSUAL SIGHT IN OUR CITIES. IN THE YEARS TO COME, THAT IS GOING TO CHANGE.

NOBODY CAN EMBARGO THE SUN. NOBODY CAN RAISE PRICES ON SUNSHINE. WE WILL NEVER RUN OUT OF SUNSHINE, AND SUNSHINE DOES NOT POLLUTE.

(=NEW CARD=) (SO WE ARE GOING.....)

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SO WE ARE GOING TO USE THE POWER OF THE SUN EVERY WAY WE CAN IN THIS COUNTRY -- FOR HOT WATER HEATING, FOR SPACE HEATING AND COOLING, AND ULTIMATELY FOR ELECTRICITY.

MRS. "RYAN'S" HOUSE IS ALSO FULLY WEATHERIZED. IT HAS WELL-CAULKED WINDOWS. IT HAS STORM WINDOWS AND STORM DOORS. IT HAS WEATHER STRIPPING. IT HAS GOOD INSULATION.

NEXT WINTER, MRS. "RYAN" AND HER DAUGHTERS WILL BE WARM INSIDE. ALL THE HEAT IN THEIR HOUSE WILL GO TO KEEP THEM WARM -- NONE OF IT WILL ESCAPE TO THE OUTSIDE AND BE WASTED. SHE WILL SAVE MONEY -- AND THE NATION WILL SAVE ENERGY.

(=OVER=) (RIGHT ACROSS THE STREET.....)

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RIGHT ACROSS THE STREET IS SOMETHING JUST AS IMPORTANT FOR OUR COUNTRY. GENERATIONS OF CHILDREN FROM THIS-NEIGHBORHOOD LEARNED TO READ AND WRITE AND DO ARITHMETIC IN THAT BUILDING. BUT WHEN THE NEW SCHOOL WAS BUILT, THE CITY WAS WISE ENOUGH NOT TO TEAR THE OLD ONE DOWN. SO NOW THAT OLD SCHOOL IS GOING TO BE REBORN -- AS A BEAUTIFUL, HIGH-CEILINGED APARTMENT HOUSE FOR 19 FAMILIES.

LIKE MRS. "RYAN'S" HOUSE, AND LIKE 5 OTHER SCHOOLS IN BALTIMORE THAT ARE BEING CONVERTED TO PUBLIC HOUSING, THIS BUILDING TOO WILL BE COMPLETELY WEATHERIZED AND INSULATED.

WHAT WE ARE SEEING HERE IS JUST A TINY PART OF WHAT IS HAPPENING IN BALTIMORE.

(=NEW CARD=) (THIS YEAR,.....)

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THIS YEAR, BALTIMORE'S LOW-INCOME WEATHERIZATION PROGRAM WILL WEATHERIZE SOME 3,000 HOMES. THIS PROGRAM IS A FINE EXAMPLE OF PARTNERSHIP BETWEEN THE CITY AND THE FEDERAL GOVERNMENT. THREE FEDERAL AGENCIES ARE INVOLVED, AND THE WORK FORCE IS MADE UP ENTIRELY OF CETA VOLUNTEERS. THE WHOLE COMMUNITY IS INVOLVED IN THIS EFFORT.

ENERGY CONSERVATION IS A KEY PART OF OUR NATION'S STRATEGY FOR ACHIEVING ENERGY SECURITY. AS YOUR ACCOMPLISHMENTS SHOW, ENERGY CONSERVATION CAN MAKE OUR LIVES BETTER. IT CREATES JOBS. IT MEANS LOWER OIL IMPORTS FOR OUR COUNTRY AND LOWER FUEL BILLS FOR EVERYBODY.

BALTIMORE IS DOING ITS PART. I BELIEVE THAT EVERY CITY, EVERY COMMUNITY, AND EVERY CITIZEN IS READY TO FOLLOW SUIT.

(=OVER=) (SOME 40 PERCENT OF.....)

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SOME 40 PERCENT OF ALL OUR ENERGY CONSUMPTION GOES FOR SPACE AND HOT WATER HEATING, COOLING AND LIGHTING IN BUILDINGS. UP TO HALF THAT CONSUMPTION IS WASTE. BY CUTTING THAT WASTE, WE CAN SAVE MANY MILLIONS OF GALLONS OF FUEL EACH DAY.

AND WE ARE GOING TO DO JUST THAT. WE ARE GOING TO WEATHERIZE THE WHOLE COUNTRY BEFORE WE'RE THROUGH. WE ARE GOING TO RESTORE NOT ONLY OUR ENERGY SECURITY, BUT OUR SENSE OF NATIONAL CONFIDENCE AS WELL.

BUT I CANNOT DO IT ALONE. I NEED THE HELP OF CONGRESS IN PASSING THE WINDFALL PROFITS TAX ON THE OIL COMPANIES AND THE CRUCIAL ENERGY PROGRAMS THE TAX WILL PAY FOR.

(=NEW CARD=) (AND MOST IMPORTANT,.....)

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AND MOST IMPORTANT, I NEED YOUR HELP -- NOT ONLY IN TELLING THE CONGRESS THAT YOU WANT THEM TO COOPERATE WITH ME, ... BUT ALSO IN PARTICIPATING IN LOCAL PROGRAMS LIKE THE ONES HERE IN BALTIMORE.

TOGETHER WE CAN DO IT.

TOGETHER WE CAN PREVAIL.

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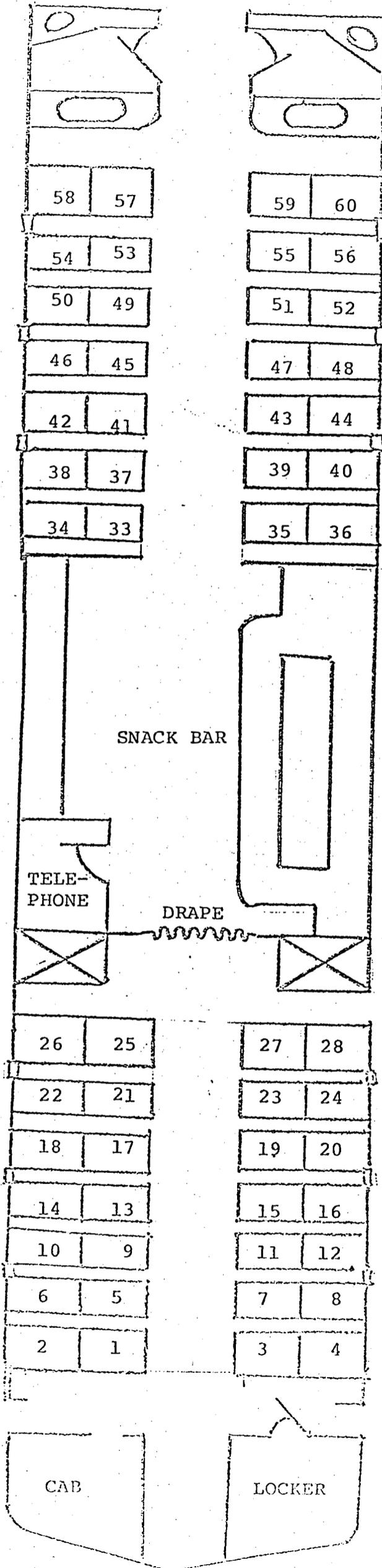
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AMTRAK

DC to
Baltimore
and return
8/7/79



- 60. USSS
- 59. USSS
- 58. The President
- 57. Mrs. Carter
- 56. Susan Clough
- 55. Fran Voorde
- 54. Open
- 53. Jody Powell
- 52. Moon Landrieu
- 51. Jack Watson
- 50. Ben Civiletti
- 49. Neil Goldschmidt
- 48. Sen. Mathias
- 47. Bob Thompson
- 46. Hon. Mario Biaggi
- 45. Hon. John Sirica
- 44. Larry Gilson
- 43. Jerry Rafshoon
- 42. D. Rubenstein
- 41. R. Hertzberg
- 40. Anne Wexler
- 39. Gino Baroni
- 38. Bill Fitzpatrick
- 37. Louie Martin
- 36. Dr. Lukash
- 35. Major Muratti
- 34. USSS
- 33. USSS

- 32. USSS
- 31. USSS
- 30. USSS
- 29. USSS
- 28. USSS
- 27. USSS
- 26. USSS
- 25. USSS
- 24. Press
- 23. Mike Pohl
- 22. Press
- 21. Press
- 20. Press
- 19. Press
- 18. Press
- 17. Press
- 16. Press
- 15. Press
- 14. Press
- 13. Press
- 12. Press USSS Agent
- 11. WHCA (Press)
- 10. WHCA
- 9. WHCA
- 8. WHCA
- 7. WHCA
- 6. WHCA
- 5. WHCA
- 4. WHCA
- 3. WHCA
- 2. WHCA
- 1. WHCA

THE WHITE HOUSE

WASHINGTON

August 6, 1979

MEMORANDUM FOR: THE PRESIDENT
FROM: STU EIZENSTAT *Stu*
SUBJECT: Statement at Street Corner Meeting
in Baltimore

I have just seen the draft of your proposed remarks in Baltimore on energy conservation. Its chief deficiency is that it fails to even mention the major energy conservation program which you proposed two weeks ago, which can bring weatherization into the reach of every homeowner in America.

I suggest the following statement, which I think is essential to make the public and the press recognize that there is a major conservation element to the energy package. At this point, only Senator Kennedy is viewed as having a major energy conservation program. The following is a suggested:

"I proposed in 1977 and the Congress passed significant tax credits to give each homeowner in America a direct incentive to insulate your houses and to install solar energy devices. On top of that I proposed to the Congress two weeks ago, as a crucial part of our energy program, a massive residential and commercial conservation program which can save at least 500,000 barrels per day of imported oil over the next decade. Under this program, which will be funded by the windfall profits tax, electric and gas utilities will be required to offer to each of you affordable loans for conservation improvements in your home, which you will have to repay only if and when you resell your house. For oil heating homes, low interest Federal loans will be provided you to help you conserve.

By taking advantage of the new programs that I am proposing you can both help your country save energy and help your own heating costs".

In your Sons of Italy draft statement, it is not clear at the beginning of the speech precisely why you took the train to Baltimore. Also, we lose an opportunity to plug our rail deregulation proposal.

I would suggest a paragraph as follows:

"I have taken the train to Baltimore to demonstrate that trains are energy efficient ways to travel and to demonstrate clearly that they represent the future and not the past for American transportation.

For too long we have allowed our rail system to deteriorate. Major railroads have gone bankrupt or are on the verge of bankruptcy at the very time we need them most. This has been in large part due to the mass of Federal regulations which have overburdened the industry. It is critical to the health of our rail system, and therefore to the solution to our energy program, that Congress pass our proposals to deregulate America's railroads, to permit greater competition without Federal intrusion. I call upon the Congress to act on my proposals promptly.

FEDERAL CONSERVATION ASSISTANCE

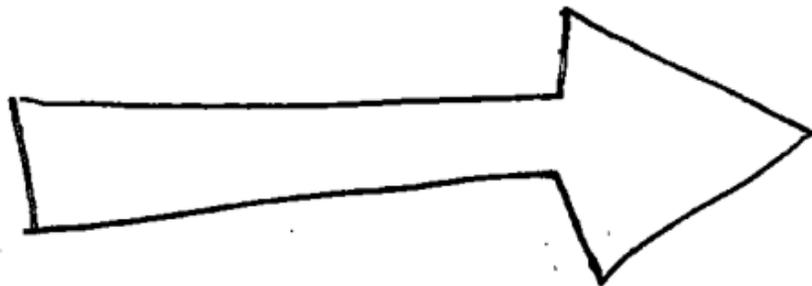
We are undertaking already a number of important programs to foster energy conservation. The National Energy Act enacted last November includes the following important programs:

- . Residential energy conservation tax credit up to \$300 for insulation and other energy-saving measures and residential solar tax credit up to \$2,200.00 for solar investments installed in your home. You can take advantage of these tax credits when you file your annual income tax return.
- . Your local electric and gas utilities will be developing a residential insulation service which will arrange for an energy audit of your home and arrange for loan financing for you. Federal regulations require this program to be in place for the 1980-1981 heating season.
- . Weatherization grants to insulate the homes of low-income people. You can call the State energy office or your local community action agency to see whether you qualify for this special grant.
- . Your schools and hospitals may qualify for grants to pay 50% of the cost of energy conservation and solar improvements. School and hospital officials can contact the State energy office about how to be included in the State plan. The Department of Energy plans to make the first grants later this year.
- . Thanks to the efforts of Congresswoman Mikulski, energy audits and technical assistance will be available for local government buildings and public care institutions such as nursing homes.
- . Under the appliance efficiency program, furnaces, air conditioners, and other major new home appliances will become more efficient, just as new cars are becoming more energy efficient.
- . Your local businesses are eligible for energy tax credits which will help them make investments so their buildings and industrial processes can become more energy efficient. They are also eligible for tax credits so they can invest in solar and other renewable energy resources.

To complement these programs, I announced some additional initiatives in my solar message of June 20 and my Kansas City speech on July 16. These include:

- o Creating of a solar bank to encourage the use of solar energy by means of subsidized loans.
- o Additional new tax credits for passive solar systems and wood stoves as well as a permanent exemption from federal excise taxes on gasohol.
- o Easier terms for energy conservation measures installed in homes heated by gas or electricity.
- o Interest subsidies for loans to owners of oil-heated residential or commercial buildings to install conservation measures.

MR. PRESIDENT: At the conclusion of the question and answer session, please exit stage right to greet the Sons of Italy Supreme Council.



GOVERNOR HUGHES, MAYOR DON SCHAEFER--WHO HAS DONE SO MUCH TO MAKE BALTIMORE A GREAT CITY, SENATOR SARBANES, SENATOR MATHIAS,
CONGRESSMAN BIAGGI, JUDGE SIRICA, JUDGE MONTEMURRA, ^{COL. BATTAGLIA} DELEGATES, MEMBERS AND FRIENDS OF THE SONS OF ITALY,

I'M NOT SUPPOSED TO GO TO ITALY UNTIL NEXT YEAR -- SO HOW COME I THINK I'M ALREADY THERE?

IN ADDITION TO

CONG. BIAGGI, JUDGE SIRICA

I'M ESPECIALLY GLAD THAT BENJAMIN CIVILETTI AND FATHER GINO BARONI ^{OUR PEOPLE} ~~WERE~~ ^{WAS} ABLE TO COME WITH ME TODAY. IT IS IMPORTANT THAT OUR GOVERNMENT REFLECT THE VARIED HERITAGE OF AMERICA. BUT I RECOGNIZE THE SPECIAL CLAIM ITALIAN-AMERICANS HAVE. IT'S ALL VERY WELL TO SAY YOUR FAMILY CAME OVER IN 1620 ON THE MAYFLOWER -- BUT HOW MANY CAN SAY THEIR PEOPLE FIRST SHOWED UP IN 1492 ON THE SANTA MARIA?

(=OVER=) (FOR MYSELF,....)

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SOME
BANKRUPT

FOR MYSELF, I CAME OVER TODAY ON THE TRAIN -- AND FIRST OF ALL
 I WANT TO SAY THAT I RECOMMEND ^{THIS} ~~THE~~ TRIP TO EVERY AMERICAN REGARDLESS OF
 NATIONAL BACKGROUND. TRAINS HAVE ALWAYS BEEN A TRULY AMERICAN WAY TO
 TRAVEL, AND I AM DETERMINED TO IMPROVE OUR NATION'S RAILWAYS. I WANT TO
 DEMONSTRATE THAT TRAINS REPRESENT THE FUTURE & NOT THE PAST
 IN AMERICAN TRANSPORTATION. FED REGS = DEREG AMERICA'S RRS.
 AMTRAK MUST BE MORE EFFICIENT, MORE COMFORTABLE, AND MORE ECONOMICAL.
^{ARE FINALLY CHANGING}
 WE ~~WILL CHANGE~~ THE BLOCKED NORTHEAST CORRIDOR INTO AN OPEN PASSAGEWAY FOR
 MILLIONS OF TRAVELLERS.

IN THE SAME WAY, I WILL KEEP OPEN MY PRESIDENCY BY TRAVELLING AMONG
 THE PEOPLE OF THIS COUNTRY -- AND I AM VERY GLAD TO BE HERE AMONG YOU TODAY.
^{THANK YOU FOR LETTING ME COME}
 PEOPLE USED TO CALL AMERICA A MELTING POT. BUT THAT WAS NEVER REALLY
 TRUE.

(=NEW CARD=) (THE PEOPLE OF THIS COUNTRY.....)

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THE PEOPLE OF THIS COUNTRY CAME FROM ALL OVER THE WORLD, BRINGING WITH US EVERY KIND OF CULTURE AND LANGUAGE AND RELIGION AND WAY OF LIFE.

OUR ANCESTORS ALL SOUGHT THE SAME FREEDOM, BUT WE NEVER GOT MELTED DOWN INTO A SINGLE FEATURELESS MASS -- AND ALL OF US ARE GLAD ABOUT THAT.

WHATEVER OUR RACE OR RELIGION OR FORMER NATIONALITY, WE HAVE KEPT SOME OF ^{OUR} ~~THE~~ ORIGINAL CHARACTER EVEN AS WE HAVE LEARNED TO LIVE AND WORK TOGETHER AS AMERICAN CITIZENS. WE ARE NOT A MELTING POT -- WE ARE MORE LIKE A POT OF MINESTRONE.

AS I SAID DURING MY CAMPAIGN, THE ANALOGY THAT COMES CLOSEST TO CAPTURING THE ESSENCE OF AMERICA IS THAT WE ARE A MOSAIC.

(=OVER=) (EACH FRAGMENT OF THE.....)

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COLOR

EACH FRAGMENT OF THE MOSAIC HAS ITS OWN SHAPE AND ITS OWN ~~THE~~ AND ITS OWN SIZE,...AND THE BEAUTY OF THE MOSAIC IS TO BE FOUND BOTH IN THE UNIQUENESS OF THE SEPARATE PIECES, AND IN THE HARMONY WITH WHICH THEY ALL FIT TOGETHER.

THIS COUNTRY IS A MOSAIC MADE UP OF ITALIANS AND IRISH AND POLES AND JEWS AND BLACKS AND ORIENTALS AND NATIVE AMERICANS AND PEOPLE WITH SOUTHERN ACCENTS -- AND THE WHOLE IS GREATER THAN THE SUM OF ITS PARTS, BECAUSE WE ARE ALL AMERICANS.

AND

TO THE AMERICAN MOSAIC

WE WILL GO ON ADDING PIECES, AS LONG AS THERE IS OPPRESSION AND TYRANNY AND SUFFERING IN THE WORLD, WHICH PEOPLE NEED TO ESCAPE TO COME TO FREEDOM.

(=NEW CARD=) (THE FAMOUS POEM BY.....)

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THE FAMOUS POEM BY EMMA LAZARUS INSCRIBED AT THE BASE OF THE
STATUE OF LIBERTY INCLUDES THESE LINES:

"GIVE ME YOUR TIRED, YOUR POOR, ... YOUR HUDDLED MASSES YEARNING TO
BREATHE FREE, ... THE WRETCHED REFUSE OF YOUR TEEMING SHORE, ... SEND THESE,
THE HOMELESS, TEMPEST-TOSSED, TO ME: ... I LIFT MY LAMP BESIDE THE GOLDEN DOOR."

THAT OLD PEOM HAS NEW AND VITAL MEANING TODAY. THE PHRASE ABOUT
"THE TEMPEST-TOSSED" SOUNDS ALMOST LIKE A PROPHECY -- OF THE BOAT PEOPLE,
THE REFUGEES FROM INDOCHINA WHO HAVE POSED SUCH A CHALLENGE TO THE
CONSCIENCE OF THE WORLD. THEY ARE THE TEMPEST-TOSSED OF 1979. THE GOLDEN
DOOR OF OUR NATION MUST BE OPEN TO THEM -- JUST AS IT WAS OPEN TO THE
TEMPEST-TOSSED PARENTS AND GRANDPARENTS OF SO MANY OF US IN THIS ROOM AND
THROUGHOUT OUR COUNTRY.

(=OVER=) (SO IT IS GOOD FOR.....)

SO IT IS GOOD FOR OUR COUNTRY THAT YOU ARE MEETING AS
ITALIAN-AMERICANS, AND WORKING TO PRESERVE YOUR HERITAGE AND YOUR CULTURE,
BECAUSE YOU HAVE SO MUCH TO OFFER.

I DO NOT MEAN ONLY THE ARTISTIC AND MUSICAL HERITAGE -- A HERITAGE
THAT IS REPRESENTED BY NAMES LIKE MICHAELANGELO AND DA VINCI, VERDI AND
TOSCANINI.

NOR DO I MEAN SIMPLY THE GREAT INDIVIDUAL CONTRIBUTIONS OF
PARTICULAR ITALIAN-AMERICANS -- ALTHOUGH OF COURSE WE ARE ALL INTENSELY
PROUD OF MEN ^{WHO HOLD OUR NATION TOGETHER} LIKE JOHN SIRICA, PETER RODINO, ^{AND} BENJAMIN CIVILETTI, AND
GINO BARONI.

(=NEW CARD=) (EVEN MORE IMPORTANT.....)

EVEN MORE IMPORTANT THAN ANY INDIVIDUAL IS THE SYSTEM OF VALUES THAT THE ITALIANS AND THE POLES AND THE IRISH AND THE EUROPEAN JEWS AND OTHER IMMIGRANTS BROUGHT TO OUR SHORES. I MEAN A DEVOTION TO FAMILY -- A SENSE OF DISCIPLINE -- A BELIEF IN HARD WORK -- A READINESS TO SACRIFICE SO THAT THEIR CHILDREN MIGHT HAVE A BETTER LIFE.

CONCERN &

AND FINALLY A SENSE OF COMPASSION FOR OTHERS. THAT SENSE OF COMPASSION IS VERY BROAD, AND IT IS EVIDENT IN THIS ROOM AND IN THIS ORGANIZATION.

ON THIS TRIP I AM DISCUSSING

~~I SPENT A FEW MINUTES WITH MARIO BIAGGI BEFORE COMING IN HERE, AND HE TALKED TO ME ABOUT THE PLIGHT OF THE PEOPLE OF NORTHERN IRELAND. PETER RODINO IS WORKING TO HELP THE BOAT PEOPLE.~~

(=OVER=) (THERE ARE MANY IN.....)

THERE ARE MANY IN THIS ROOM WHO ARE CONCERNED ABOUT ISRAEL,
ABOUT THE POOR, ABOUT THE ELDERLY AMONG US.

DURING THIS CONVENTION, THE SONS OF ITALY WILL PRESENT A CHECK FOR
\$2 MILLION TO THE MARCH OF DIMES FOUNDATION TO FIGHT BIRTH DEFECTS.
THAT MONEY WILL GO TO HELP CHILDREN OF EVERY RACIAL AND ETHNIC BACKGROUND.

YOU HAVE RAISED THAT MONEY IN YOUR CAPACITY AS ITALIAN-AMERICANS,
BUT YOU ARE DONATING IT IN YOUR CAPACITY AS AMERICANS AND AS GENEROUS
MEMBERS OF THE HUMAN FAMILY.

THAT IS THE SPIRIT OF THE UNITED STATES. ^{THE SAME} ~~THAT~~ SPIRIT THAT THE
IMMIGRANTS BROUGHT TO THIS COUNTRY -- OF UNITY, PATRIOTISM, CONFIDENCE,
AND CONCERN -- IS ^{THE} ~~THAT SAME~~ SPIRIT THAT WE MUST BRING TO THE FIGHT TO
ACHIEVE AMERICAN ENERGY SECURITY.

(=NEW CARD=) (I AM NOT GOING TO.....)

I AM NOT GOING TO DESCRIBE ANY PARTICULAR PROGRAM TODAY. WE ALL KNOW THAT WE CAN HAVE ENERGY SECURITY ONLY IF WE ENACT LEGISLATION AND THEN PULL TOGETHER AS AMERICANS.

OUR NATION IS A MOSAIC NOT ONLY ETHNICALLY AND CULTURALLY, BUT ALSO ECONOMICALLY. SOME OF US ARE WELL OFF, SOME OF US HAVE TO STRUGGLE TO MAKE ENDS MEET. SOME OF US ARE ENERGY CONSUMERS, SOME ARE PRODUCERS. SOME OF US ARE FROM THE NORTHEAST, WHERE WE NEED A LOT OF HEATING OIL,... SOME OF US ARE FROM THE SUN BELT, WHERE DISTANCES ARE LONG AND WE NEED A LOT OF GASOLINE TO GO TO OUR JOBS.

TOO OFTEN IN THE PAST, AS WE HAVE TRIED TO DEAL WITH THE ENERGY PROBLEM, WE HAVE LET THOSE DIFFERENCES PARALYZE US.

(=OVER=) (WE HAVE FOUGHT.....)

*Not Heedful Day -
SP172024*

WE HAVE FOUGHT AMONG OURSELVES. IN SERVING OUR OWN PARTICULAR INTERESTS, WE HAVE LET THE GENERAL INTEREST, THE NATIONAL INTEREST, GO BEGGING.

I AM SORRY TO SAY THAT UNTIL NOW THE GENERAL INTEREST HAS HAD A HARD TIME OF IT IN THE HALLS OF THE CONGRESS. DESPITE THE DEDICATION AND WORK OF THE LEADERSHIP AND OF MANY SENATORS AND REPRESENTATIVES, THE CONGRESS HAS YIELDED TO NARROW INTERESTS ON ENERGY ISSUES TIME AND TIME AGAIN.

I HAVE CALLED ON CONGRESS TO ENACT A STRONG WINDFALL PROFITS TAX ON THE OIL COMPANIES TO HELP FINANCE A GREAT NATIONAL EFFORT TO ACHIEVE AMERICAN ENERGY SECURITY.

(=NEW CARD=) (THE CONGRESS IS NOW.....)

THE CONGRESS IS NOW IN RECESS, AND ITS MEMBERS ARE AT HOME LISTENING TO CONSTITUENTS. I AM SURE THAT THE MESSAGE THEY WILL HEAR IS A CLEAR CALL TO ENACT THE WINDFALL PROFITS TAX, ON THE OIL COMPANIES,

AMERICA NEEDS THE REVENUES FROM THAT TAX TO FINANCE A VAST EFFORT TO INCREASE ENERGY PRODUCTION AND ENERGY CONSERVATION AT HOME.

AMERICA NEEDS THOSE REVENUES TO IMPROVE OUR MASS TRANSIT.

I TOOK THE TRAIN THIS MORNING NOT ONLY BECAUSE IT IS THE BEST WAY TO TRAVEL BETWEEN WASHINGTON AND BALTIMORE, BUT ALSO BECAUSE I WANTED TO SHOW MY SUPPORT FOR A STRONG MASS TRANSPORTATION SYSTEM.

THE WINDFALL PROFITS TAX WILL HELP US BUILD THAT KIND OF SYSTEM. AND IT WILL HELP US EASE THE BURDEN OF RISING ENERGY COSTS FOR THE POOREST AMONG US.

(=OVER=) (BUT WE CANNOT DO ANY.....)

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BUT WE CANNOT DO ANY OF THIS UNLESS WE ARE WILLING TO PLACE THE COMMON GOOD OVER NARROW SPECIAL INTERESTS.

THIS IS THE CHALLENGE I TALKED ABOUT IN MY SUNDAY NIGHT TELEVISION ADDRESS. IT IS THE CHALLENGE I AM TALKING ABOUT FROM ONE END OF THIS COUNTRY TO THE OTHER. AND IT IS THE CHALLENGE I AM CALLING UPON YOU TO HELP ME MEET -- TOGETHER -- UNIFIED -- WITH CONFIDENCE IN OURSELVES -- AND WITH CONFIDENCE IN AMERICA.

YOU CAN HELP ME -- AND THE NATION WE BOTH LOVE -- BY SAVING ENERGY IN YOUR OWN LIVES AND IN YOUR COMMUNITIES, AND BY GETTING THE MESSAGE ACROSS TO YOUR REPRESENTATIVES IN CONGRESS THAT ALL OF US MUST COOPERATE AND MOBILIZE THE STRENGTH OF AMERICA TO ACHIEVE ENERGY SECURITY.

SÉMPRE AVANTI! AND NOW I AM READY FOR YOUR QUESTIONS.

← WE HAVE GREAT NATION-
LET'S MAKE IT
EVEN GREATER

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THE WHITE HOUSE

WASHINGTON

VISIT TO

BALTIMORE, MARYLAND

Tuesday, August 7, 1979

FROM: FRAN VOORDE

7:40 am Depart South Grounds via motorcade en route Union Station. (Driving time: 10 minutes)

7:50 am Arrive Union Station. Board Metroliner for 38-minute trip to Baltimore, Maryland.

8:38 am Arrive Penn Station, Baltimore, Maryland. Board motorcade for 10-minute drive to E. Biddle Street.

9:00 am Arrive E. Biddle Street. Tour solar facilities. Tour School #37. Energy discussion. REMARKS. FULL PRESS COVERAGE.

9:45 am Board motorcade for 10-minute drive to Baltimore Hilton Hotel.

10:00 am Arrive Baltimore Hilton Hotel. Proceed to holding room for 45-minutes personal time.

10:50 am Depart holding room en route Ballroom for National Convention of the Sons of Italy in America. REMARKS. FULL PRESS COVERAGE. LIVE LOCAL TELEVISION. QUESTION & ANSWER SESSION.

11:50 am Remarks conclude. Proceed to motorcade
for 5-minute drive to Chiapparelli's
Restaurant.

12:00 noon Arrive Chiapparelli's Restaurant for
luncheon.

12:50 pm Proceed to motorcade for 10-minute drive
to Penn Station.

1:05 pm Arrive Penn Station. Board Metroliner for
40-minute trip to Washington, D.C.

1:55 pm Arrive Union Station, Washington, D.C.
Board motorcade for 10-minute drive
to South Grounds.

2:05 pm Arrive South Grounds.

THE WHITE HOUSE

WASHINGTON

THE PRESIDENT'S VISIT TO

BALTIMORE, MARYLAND

Tuesday, August 7, 1979

7:20 am

GUEST & STAFF INSTRUCTION:

The following are requested
to be in the Diplomatic Entrance
of the White House for
transportation to Baltimore:

Sen. Charles Mathias (R-Md.)
Rep. Mario Biaggi (D-N.Y.)
Judge John Sirica
Attorney Gen. Designee
Ben Civiletti
Secretary Designee Moon Landrieu
Secretary Designee Neil
Goldschmidt
Asst. Sec. Geno Baroni
Jody Powell
Jack Watson
Anne Wexler
Jerry Rafshoon
David Rubenstein
Rick Hertzberg
Larry Gilson
Louis Martin
Bill Fitzpatrick

7:40 am The President and Mrs. Carter proceed to motorcade for boarding.

MOTORCADE DEPARTS South Lawn en route Union Station.

(Driving time: 10 minutes)

7:50 am MOTORCADE ARRIVES Union Station.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President and Mrs. Carter proceed to Metroliner for boarding.

8:00 am METROLINER DEPARTS Union Station en route Penn Station, Baltimore, Maryland.

(Traveling time: 38 minutes)

8:38 am METROLINER ARRIVES Penn Station, Baltimore, Maryland.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

The President will be met by:

Gov. Harry Hughes (D-Md.)
Sen. Paul Sarbanes (D-Md.)
Mayor Don Schaefer (D-Baltimore)
Rep. Parren Mitchell (D-Md.)

GUEST & STAFF INSTRUCTION:
Proceed to motorcade for
boarding. Assignments as
follows:

Pilot	
Spare	Dr. Lukash
Lead	E. Woodward
President's Car	The President Mrs. Carter Mayor Schaefer Gov. Hughes Rep. Mitchell
Follow-up	
Control	F. Voorde J. Powell Maj. Muratti B. Fitzpatrick
Staff Car	J. Rafshoon J. Watson A. Wexler S. Clough
Camera 1	
Wire 1	
Wire 2	
Camera 2	
Camera 3	
Mayor's Car	Sen. Mathias Sen. Sarbanes

Van #1

M. Landrieu
N. Goldschmidt
B. Civiletti
Rep. Biaggi
J. Sirica
B. Thomson

Van #2

R. Hertzberg
D. Rubenstein
G. Baroni
L. Martin
L. Gilson

WHCA

Tail

The President and Mrs. Carter proceed to motorcade for boarding.

8:50 am

MOTORCADE DEPARTS en route 2251 E. Biddle Street.

(Driving time: 10 minutes)

9:00 am

MOTORCADE ARRIVES 2251 E. Biddle Street.

OPEN PRESS COVERAGE
CROWD SITUATION

The President will be met by:

Jay Brodie, Commissioner of Housing
and Consumer Development
Van Story, Branch Director, Public
Housing Authority
Genitha Rhyne, 2251 E. Biddle Street
Resident
City Councilman Du Burns (D)
City Councilman Nathan Irby (D)
Robert Embry, HUD Representative

GUEST & STAFF INSTRUCTION: You
will be escorted to viewing area.

The President and Mrs. Carter, accompanied by Jay Brodie, Van Story and Genitha Rhyne, proceed on tour of solar facilities.

9:10 am

Tour concludes.

The President and Mrs. Carter, escorted by Jay Brodie, proceed on foot to School #37.

9:12 pm

The President and Mrs. Carter arrive School #37 and proceed on tour.

PRESS POOL COVERAGE

Tour concludes.

The President and Mrs. Carter proceed to third floor meeting room.

9:20 am

The President arrives third floor meeting room and takes his seat for energy discussion with neighborhood residents and city officials.

ATTENDANCE: 15

9:35 am

Discussion concludes.

The President thanks his hosts and departs third floor meeting room en route outdoor speaker's platform.

9:37 am

The President arrives outdoor speaker's platform and proceeds to podium for remarks to neighborhood residents.

OPEN PRESS COVERAGE
CROWD SITUATION

Presidential remarks.

FULL PRESS COVERAGE
LIVE LOCAL TELEVISION

9:45 pm

Remarks conclude.

GUEST & STAFF INSTRUCTION:
Proceed to motorcade for boarding. Assignments as on arrival except add Sen. Mathias and Sen. Sarbanes to President's Car and Mayor Schaefer and Gov. Hughes to Mayor's Car.

The President and Mrs. Carter proceed to motorcade for boarding.

9:50 am

MOTORCADE DEPARTS en route Baltimore Hilton Hotel.

(Driving time: 10 minutes)

10:00 am

MOTORCADE ARRIVES Baltimore Hilton Hotel.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President will be met by:

Lt. Gov. Sam Bogley (D-Md.)
Attorney Gen. Steven Sachs
Controller Louis Goldstein
State Sen. Rosali Abrams, Democratic
State Party Chairman
Mr. Howard Thomas, Democratic State
Party Vice-Chairman
Mr. Keith Franz, Chairman, Baltimore
County Democratic Party
Mr. Donald Hutchison, Baltimore County
Executive
State Sen. Clarence Blount, Democratic
National Committee
Dr. Mildred Otenasek, Democratic
National Committee
Mr. Dwight Pettit
Mr. Kenneth Wilson

GUEST & STAFF INSTRUCTION:

You will be escorted to Schaefer Room, Cabana Level. At 10:45 am you will be escorted to viewing area in Ballroom.

The President proceeds to holding room.

10:05 am

The President arrives holding room.

PERSONAL/STAFF TIME: 45 minutes

10:50 am

The President departs holding room en route offstage announcement area.

NOTE: En route, the President will greet the following Maryland labor leaders:

Ed Lamon, COPE Director of Maryland State & D.C., AFL-CIO
Tom Bradley, President of Metro. Baltimore Council, AFL-CIO
Al Ackman, President of Retail Stores Employees Union, Local # 692 (United Food & Commercial Workers)
Jerry Menepace, President Local # 117, United Food & Commercial Workers
Ed Courtney, President, Baltimore Bldg. & Construction Trades Council
Peter Nadish, Vice President, Internat. Ladies Garment Workers & Director of the Upper South Dept of ILGWU
Ed Plato, District Director, District 8, United Steel Workers of America
Sam Nocella, Manager, Baltimore Regional Joint Board & Vice Pres. for Amalgamated Clothing & Textile Workers.

Ernie Crowfort, Director Maryland Council # 67, American Federation of State, County and Municipal Employees
Ray Clarke, Assistant Director, Maryland Council #67, AFSCME
John Trainor, National Legislative Representative & Maryland State Legis. Direc.
Bernard Freitag, Vice-Pres. Elect, National Education Association
George Bowler, Chairman of Maryland State UAW-CAP Council
Louis Kenecht, Secy-Treas., Communications Workers of America
George Strick, Vice-Pres., District 2, CWA
George Costegno, Port Agent for the Seafarers International Union

10:59 am

The President arrives Francis Scott Key Ballroom offstage announcement area and pauses.

"Ruffles and Flourishes"
Announcement
"Hail to the Chief"

The President proceeds inside Francis Scott Key Ballroom en route stage for remarks to 36th Bi Annual Supreme National Convention of the Order of the Sons of Italy in America.

OPEN PRESS COVERAGE
ATTENDANCE: 1000
LIVE LOCAL TELEVISION

11:02 am

Remarks by Frank Montemurro, Supreme Venerable Order of the Sons of Italy in America, concluding in the introduction of the President.

11:04 am Presidential remarks.

FULL PRESS COVERAGE

11:20 am Remarks conclude.

The President accepts questions from the audience, beginning with the left microphone area and alternating right and left microphone area for subsequent questions.

FULL PRESS COVERAGE

11:45 am Question & Answer Session concludes.

GUEST & STAFF INSTRUCTION:
Proceed to motorcade for
boarding. Assignments
as follows:

Pilot	
Spare	Dr. Lukash
Lead	E. Woodward
President's Car	The President Mrs. Carter Mayor Schaefer Gov. Hughes Sen. Sarbanes

Follow-up

Staff Car	S. Clough B. Civiletti N. Goldschmidt M. Landrieu
-----------	--

Camera 1
Wire 1
Wire 2
Camera 2
Camera 3

WHCA

Tail

All others are to remain at the Baltimore Hilton Hotel where luncheon will be served in the Schaefer Room. At 12:30 p.m. proceed to Vans for transportation.

The President and Mrs. Carter proceed to motorcade for boarding.

11:55 am MOTORCADE DEPARTS Baltimore Hilton Hotel en route Chiapparelli's Restaurant.

(Driving time: 5 minutes)

12:00 noon MOTORCADE ARRIVES Chipparelli's Restaurant.

PRESS POOL COVERAGE
CLOSED ARRIVAL

GUEST & STAFF INSTRUCTION:
You will be escorted to your seats for luncheon.

The President and Mrs. Carter proceed inside Chiapparelli's Restaurant and take their seats for luncheon.

12:50 pm Luncheon concludes.

GUEST & STAFF INSTRUCTION: Proceed to motorcade for boarding. Assignments as on arrival.

The President and Mrs. Carter proceed to motorcade for boarding.

12:55 pm MOTORCADE DEPARTS Chiapparelli's Restaurant en route Penn Station.

(Driving time: 10 minutes)

1:05 pm MOTORCADE ARRIVES Penn Station.

OPEN PRESS COVERAGE
CLOSED DEPARTURE

GUEST & STAFF INSTRUCTION:
Board Metroliner.

The President and Mrs. Carter proceed
to Metroliner for boarding.

1:15 pm METROLINER DEPARTS Penn Station en route
Union Station, Washington, D.C.

(Traveling time: 40 minutes)

1:55 pm METROLINER ARRIVES Union Station.

PRESS POOL COVERAGE
CLOSED ARRIVAL

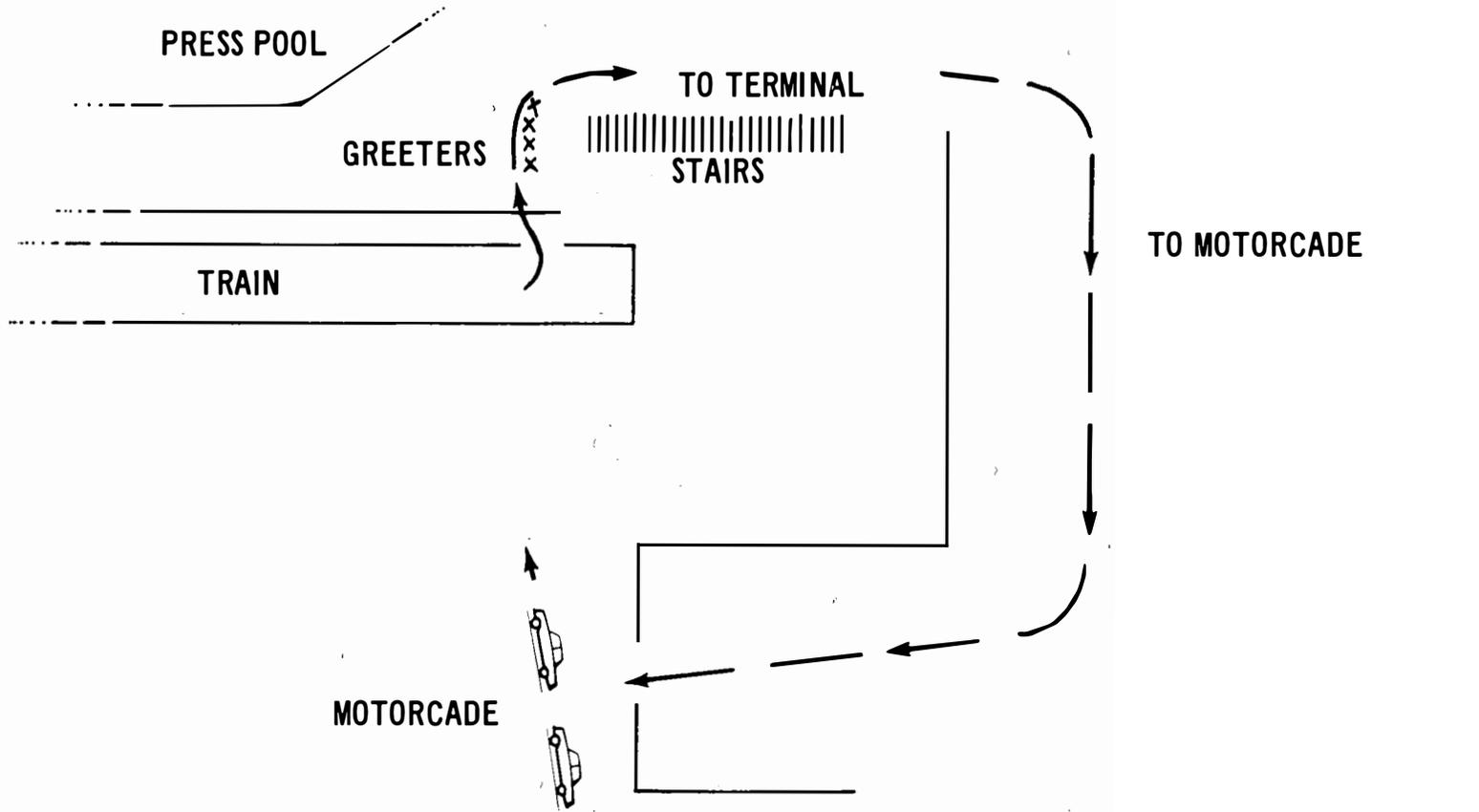
The President and Mrs. Carter proceed
to motorcade for boarding.

2:00 pm MOTORCADE DEPARTS Union Station en route
South Grounds.

(Driving time: 10 minutes)

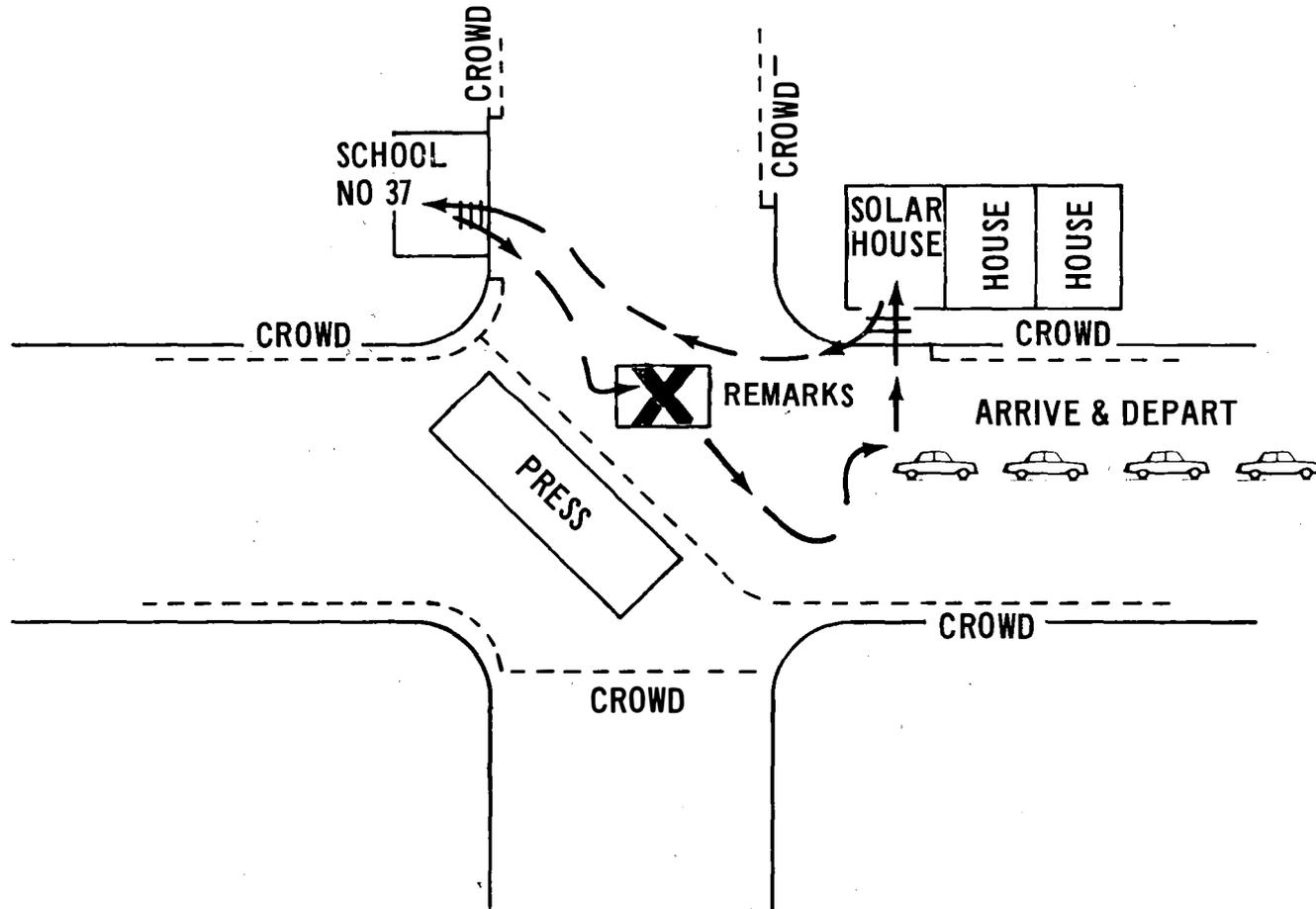
2:10 pm MOTORCADE ARRIVES South Grounds.

PENNSYLVANIA STATION – BALTIMORE, MD
ARRIVAL

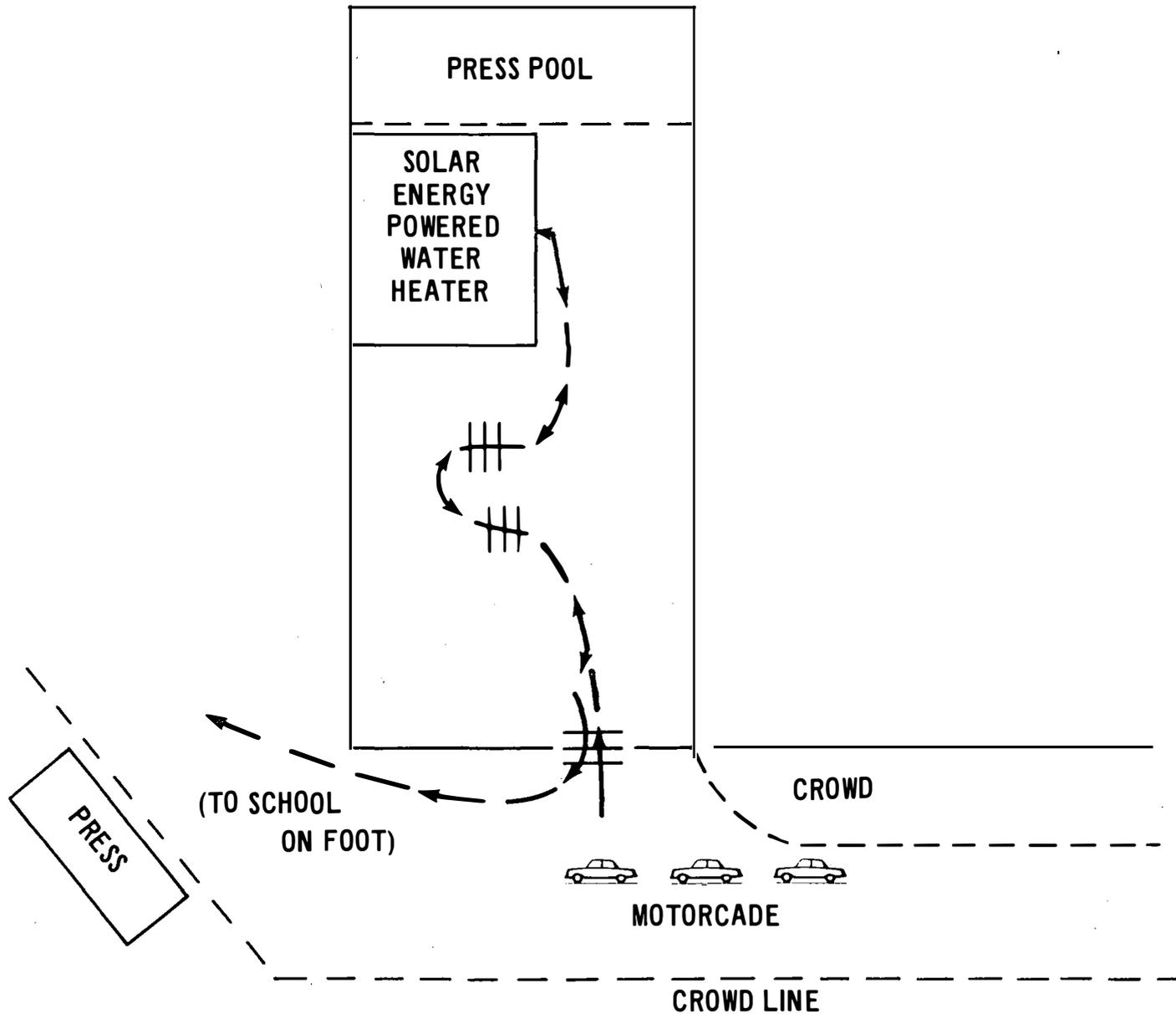


OVERVIEW
SOLAR HOUSE; SCHOOL NO 37;
REMARKS

BALTIMORE, MD
AUG 7, 1979

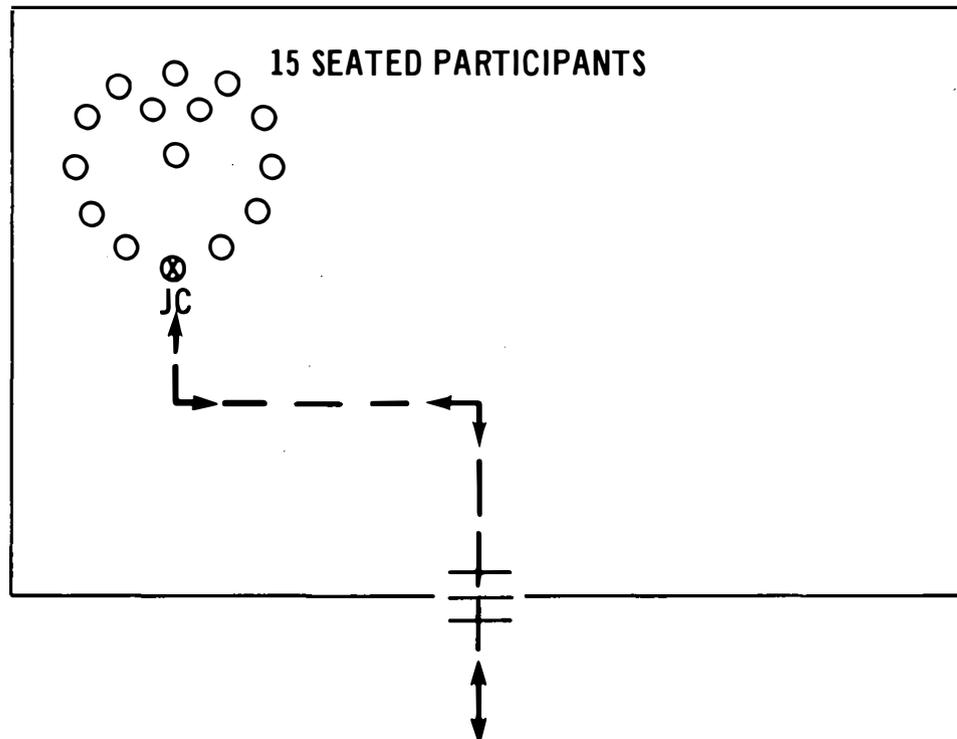


SOLAR HOUSE
2251 E. BIDDLE
BALTIMORE, MD
AUG 7, 1979



SCHOOL NO 37
1125 N. PATTERSON PL
BALTIMORE, MD
AUG 7, 1979

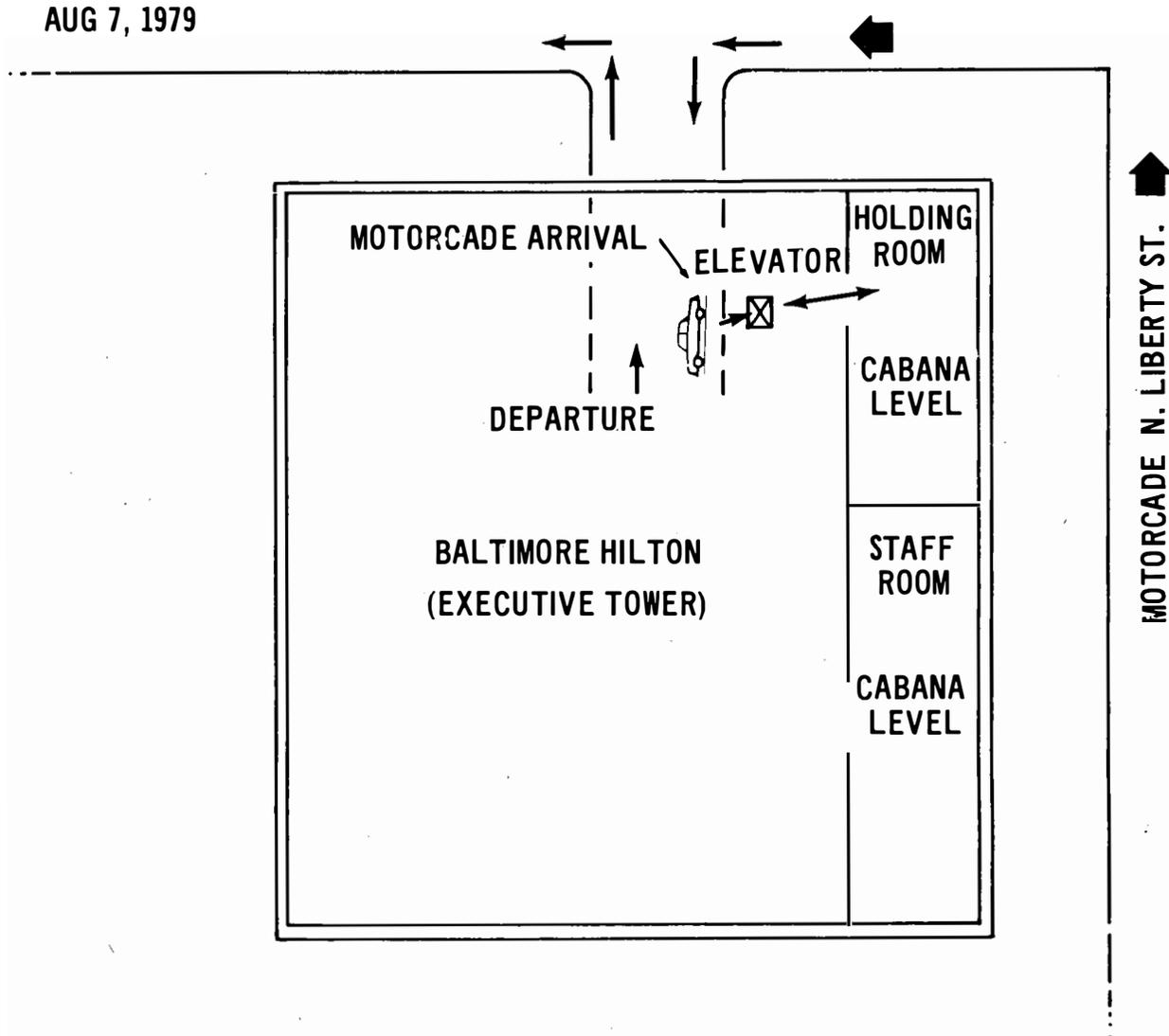
3RD FLOOR MEETING



ARRIVAL & DEPARTURE POINT
BALTIMORE HILTON HOTEL
EXEC. TOWER - "GROUND LEVEL"

AUG 7, 1979

W. BALTIMORE ST.

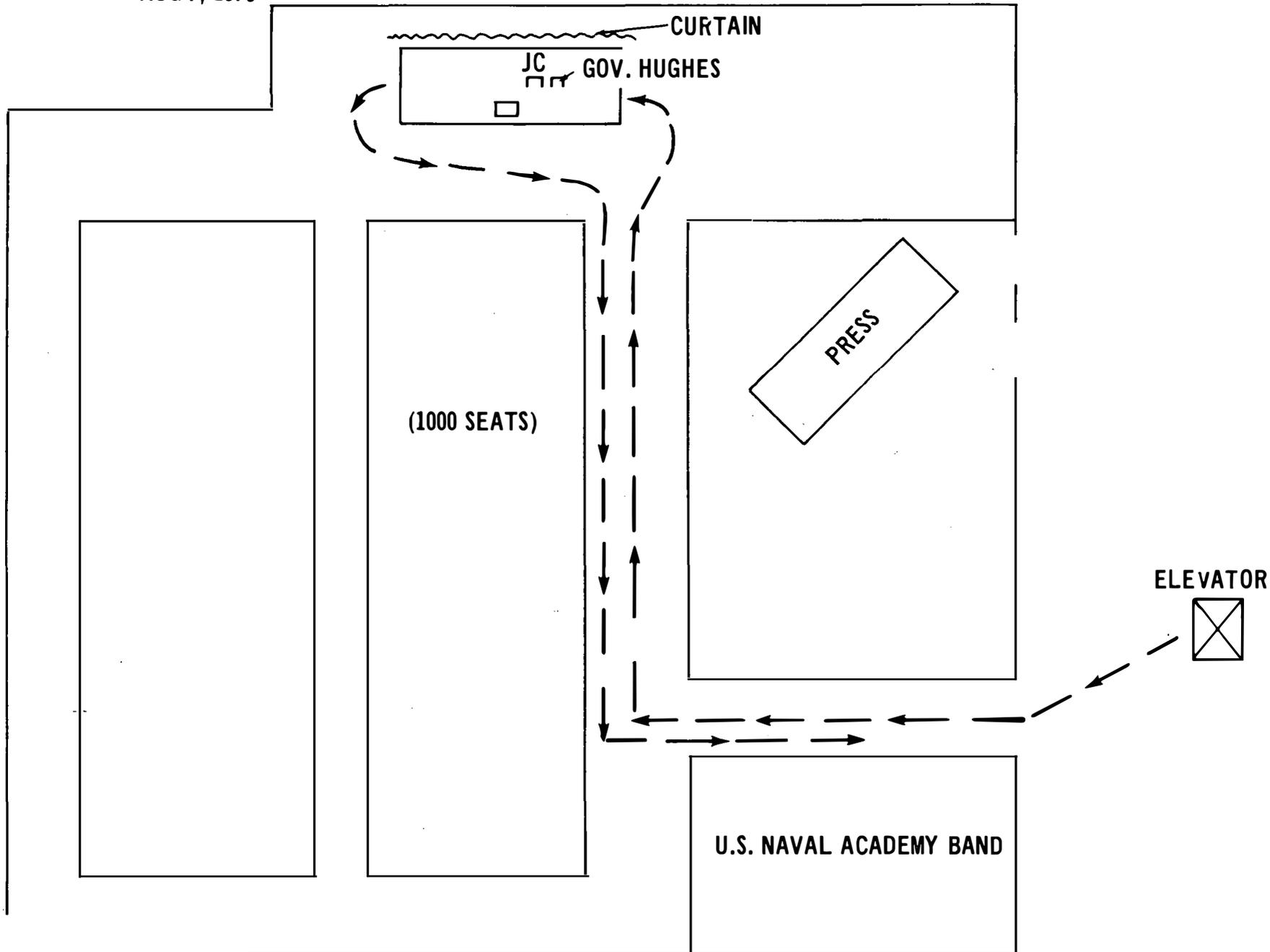


FRANCIS SCOTT KEY BALLROOM

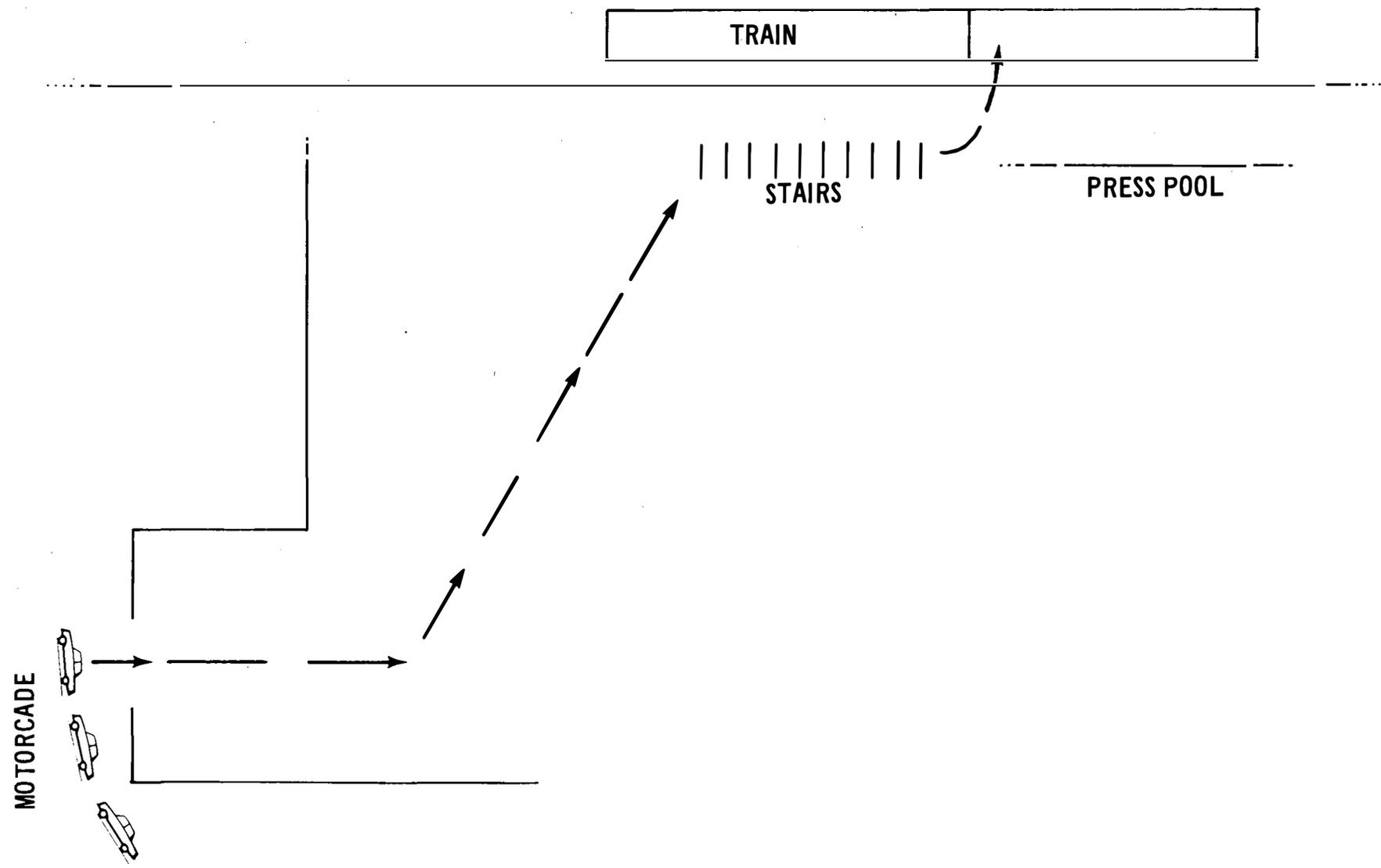
BALTIMORE HILTON HOTEL

SITE OF SPEECH TO ORDER OF SONS OF ITALY IN AMERICA

AUG 7, 1979



PENNSYLVANIA STATION – BALTIMORE, MD
DEPARTURE



MARYLAND POLITICAL SITUATION

Overview

In the past four years, the image of the Democratic Party in Maryland has changed considerably. The Party has nominated and elected a "new wave" of candidates.

- . Harry Hughes replaced Marvin Mandel.
- . Steve Sachs is a young, progressive Attorney General who replaced Bill Burch a product of the old Baltimore clubhouse politics.
- . In 1976, Paul Sarbanes resoundingly defeated the incumbent Republican Senator J. Glenn Beall by 18% - 240,000 votes.
- . In Baltimore County, Don Hutcheson, an early supporter of yours is now County Executive. He replaced Ted Venetoulis who lost the primary for Governor. Four years ago Dale Anderson the incumbent Democratic County Executive in Baltimore County was jailed for corruption.
- . The leadership in the State Senate has moved from Steny Hoyer, of Prince George's County and Roy Statten (a Mandel crony) to Jim Clark, your campaign Chairman and Rosalie Abrams, the new State Party Chair. She has been keeping some distance from us. She is issue oriented, mostly interested in health care.
- . In Montgomery County, we have a young progressive County Executive, Charles Gilchrist and a new Congressman Mike Barnes.
- . In the last five years the Maryland Congressional delegation has gone from 4-4 Republican-Democrat to 6-2 Democratic.

Page 2

September 1979 Primary

Mayor William Donald Shaeffer, a very strong supporter of yours is unopposed in the Primary. He is an excellent Mayor, whose entire life is devoted to his city. Stay close to him throughout your visit. The President of the City Council, Wally Orlinsky is also unopposed. He is controversial, sometimes critical of you and does not get along with the Mayor.

The only significant Primary is for City Comptroller. The incumbent Hyman Pressman is a colorful, sometimes scrappy champion of the "little guy." He is being opposed by John Douglas, a Black Delegate to the State legislature in whose E. Baltimore district you will be visiting. The campaign is becoming heated. Avoid pictures with either candidate or get one with both of them together.

1980 Senate Primary

There was speculation that conservative, Eastern Shore Republican Congressman Bob Bauman would challenge Senator Mac Mathias. Lately, many feel that this appears to be less likely. If Mathias is renominated, he will be very hard to beat. Possible Democrats are Barbara Mikulski (she tried in 1974), former Senate President Steny Hoyer, newscaster Marvin Kalb and Prince George's County Councilman Frank Francois who is presently head of the National Association of Counties-NACO. He would be a very interesting choice.

Presidential Primary Activity

Draft Kennedy activities have been limited to Montgomery County. Nothing that we know of in the Baltimore area yet. Brown activity hasn't apparently surfaced. The key people in Brown's last campaign were Marvin Mandel, former Mayor Tommy D'Alessandro and Ted Venetoulis. D'Alessandro's sister was close to Brown in California but is now closer to California Speaker Leo McCarthy, and may not support Brown. Venetoulis is very close to D'Alessandro. Brown will need a new nucleus and no one appears to be putting it together yet.

Local Political Issues

You are visiting an East Baltimore neighborhood which is the home of Council Vice President "Du"Burns (say as one word - Dewburns). He is the Black politician to whom the white politicians most often turn for advice, etc. He is a bitter political enemy of Parren Mitchell in whose Congressional District you will also be. DuBurns has the organization. Parren has the people. Both are important. Make sure that you keep Parren with you during the walk. Keep both of them out of or in the citizen's meeting. Its an important tightrope.

Labor

Tom Bradley, the head of the Baltimore Federation of Labor was very helpful to us in 1976. He is very active, issue-oriented, and involved in a wide range of community activities. He will be hard to hold if Kennedy runs.

Nick Fonaro, the head of the State Federation of Labor, also worked with us in 1976. He is an older more traditional labor leader. He and Bradley are rivals. He will deliver less than Bradley but he is more likely to be supportive.

Baltimoreans in your Administration

Ben Civiletti and Bob Embry will be with you.

Dan Henson, Black, currently the Regional Director of SBA in Philadelphia, who is in line for a promotion because he has been doing such a good job.

Joe McNeally of Southeast Baltimore (the next neighborhood to where you will be) is a Deputy Assistant Secretary to Geno Baroni at HUD.

Mary Berry at HEW has a Special Assistant, Duane Wickham, who was an intern for Parren Mitchell and a reporter for the Baltimore Sun.

Joe Raymond's widow Betsy Raymond who worked for the ILGWU in Baltimore now works on labor relations for HUD.

Page 4

David Rubenstein, Stuart's Deputy, grew up in Baltimore.

Work to be Done

1. Keep cultivating Governor Harry Hughes. This can best be accomplished by you, the First Lady and Jack Watson. We should continue consultation regarding the campaign but minimize the pressure for an endorsement for the next few weeks.
2. Consult with State Party Chair Rosalie Abrams on issues, particularly health. This can be done by Stuart's staff. She can be brought along by the Governor, even if Kennedy announces.
3. Work on Tom Bradley, the head of the Baltimore Federation of Labor. He's interested in energy and inflation. However, if Kennedy runs, Bradley will almost certainly be lost. Some of his constituent unions can be chipped off. Nick Fonaro, the President of the State Federation can help with that.
4. Stay very close to Paul Sarbanes and Steve Sachs. They both have an excellent statewide network of people which is roughly the same.

TOTAL POPULATION

Maryland	3,922,399
Baltimore Co.	697,188
Baltimore City	827,439

VOTER REGISTRATION

General (11/2/76)		Primary (8/14/78)
Democrats	1,357,199	1,311,718
Republican	466,760	432,081
other	125,794	123,261
	<u>1,949,753</u>	<u>1,867,060</u>

1976 PRESIDENTIAL PRIMARY RESULTS

Carter	37%
Brown	48%

1976 PRESIDENTIAL ELECTION RESULTS

	Carter/Mondale	Ford/Dole
Statewide	759,612 (52.8%)	672,661 (46.7%)
Baltimore City	178,593 (68.2%)	81,762 (31.2%)
Baltimore County	118,505 (45.1%)	143,293 (54.5%)

ECONOMIC BASE

Finance, insurance and real estate; primary metal industries, especially blast furnaces and steel mills; food products; electrical equipment, notably communication equipment and supplies; transportation and shipbuilding; apparel and other textile products.

SENATOR CHARLES McC. MATHIAS (R-MD)

Biography: 2nd term (1980); born July 24, 1922 in Frederick, Maryland; Episcopalian; married (Ann); two sons (Charles and Robert); B.A., Haverford College, 1944; Yale University (V-12 program); 1943-44; LL.B., University of Maryland, 1949; U.S. Naval Reserve, WW II; Maryland Assistant Attorney General, 1953-54; Frederick City Attorney, 1954-59; Maryland House of Delegates, 1958; U.S. House of Representatives, 1961-69; elected to U.S. Senate, 1968.

Committees: Appropriations (4)
Governmental Affairs (5)
Judiciary (2)
Select Committee on Ethics (3)

Administration Support: 81%

The Senator is one of those rare Republicans who vote with us more often than many Democrats. In fact he was one of the few Members of the Senate, either Democrat or Republican, who supported every major foreign policy initiative of this Administration during the 95th Congress. On domestic issues he has also been a fairly consistent supporter. He voted for the Pearson-Bentsen natural gas deregulation amendment (we opposed it), but voted for the natural gas conference report. On the windfall profit tax he promises support, but only if there is a plowback provision. We will need to work on him with respect to windfall profits.

One incident has perhaps soured what could be a good relationship. We did not invite the Senator to the bill signing ceremony for the civil service reform legislation. As you recall he was quite uncooperative during Senate consideration of that measure, but he felt that our not inviting him to the bill signing ceremony was petty and a personal slight. Maryland has the second highest concentration of federal employees.

**Electrostatic Copy Made
for Preservation Purposes**

Both Senators leaning toward support of SACT, but neither has said so publicly.

SENATOR PAUL S. SARBANES (D-MD)

Biography: 1st term (1982); born February 3, 1933 in Salisbury, Maryland; Greek Orthodox; married (Christine); three children (John, Michael, Janet); A.B., Princeton University, 1954, magna cum laude and Phi Beta Kappa; Rhodes Scholar, Oxford, England, 1954-57; LL.B., cum laude, Harvard Law School, 1960; practiced law, 1965-70; administrative assistant to Walter Heller, Chairman of the Council of Economic Advisers, 1962-63; Maryland House of Delegates, 1967-71; U.S. House of Representatives, 1971-76; elected to U.S. Senate, 1976.

Committees: Banking, Housing & Urban Affairs (7)
Foreign Relations (7)
Joint Economic Committee (5)

Administration Support: 78.9%

The Senator has been a strong supporter of our foreign policy with the notable exception of issues involving Greece and Turkey where he has been a leader of the opposition. On lifting the Turkish arms embargo and on providing military grant assistance to Turkey, the Senator has been defeated in his efforts to turn back our initiatives. He has taken these losses personally and these developments have tended to sour an otherwise strong and close relationship.

On domestic issues, the Senator has been generally supportive. As you would expect, he was disappointed with some aspects of our budget, but was never vocal in his opposition.

He is becoming an increasingly powerful figure in Maryland democratic politics and is able to shape democratic opinion in his state quite effectively.

August 6, 1979

REP. PARREN MITCHELL
(D-Maryland-10)

Committees: # 9 Banking, Finance & Urban Affairs
Subcommittees: Consumer Affairs
CHAIRMAN - Domestic Monetary Policy
General Oversight & Renegotiation

7 Small Business
Subcommittees: Access to Equity Capital &
Business Opportunities
General Oversight & Minority
Enterprise

Administration Support: 61.5%

Personal Background: Rep. Mitchell was born in Baltimore and received his A.B. degree from Morgan State College in 1950 and his masters degree from the University of Maryland in 1952. During World War II, Rep. Mitchell served in the U.S. Army and received a Purple Heart. He was a professor of Urban Studies at Morgan State University and served as the Executive Director of the Maryland State Human Relations Commission and as Executive Director of Baltimore's Community Action Agency before being elected to the U.S. House of Representatives in 1970. He has received numerous honorary degrees from universities and colleges as well as the Whitney M. Young, Jr. Award from the Washington Urban League and the National Bankers Association Distinguished Service Award. He is 57 years old and is not married.

District/Political Information: The 7th congressional district includes almost all of Baltimore's west side and part of its east side; its boundaries were drawn to include 86% of the Baltimore blacks and only 29% of its whites. Baltimore, itself, has always had a large black population. In 1960, 35% of its population was black; in 1970 it had risen to 46%. It is expected that in the next census the city will have a black majority.

The city, however, has always been controlled by the white politicoes, who have made decisions about who will run and who will win. even in the black sections of the city. The level of registration and voter participation in the ghettos is incredibly low. The whites can control the city because there is a great split within the black community and also between the east side and the west side ghettos.

Mitchell
page 2

Before the 1972 elections, the 7th district was predominantly Jewish, including the west side Jewish neighborhoods into which blacks were rapidly moving, as well as the suburbs of Pikesville and Woodlawn. The district was represented by Samuel Friedel, an oldtime Democrat and Chairman of the House Administration Committee. In 1970, however, Friedel was in a tough primary race, running against another Jewish candidate named Friedler and Parren Mitchell, then a professor at Morgan State University. With the white vote split, Mitchell won by 38 votes. In the general election, Mitchell lost the white suburbs, but still managed to win with a healthy margin.

Although Mitchell had not run for political office before, he came from a political family. His brother, Clarence Mitchell, Jr., was the Washington lobbyist for the NAACP and his nephew, Clarence Mitchell III, at that time, was a Baltimore state Senator. The Mitchells' prominence had made them enemies as well as friends in the black community of Baltimore. In 1971, for instance, Senator Mitchell ran for Mayor against Don Schaefer and George Russell, a black official with oldline black support. Russell might have had a chance if Mitchell had not tried to divert voters from him. Although Mitchell didn't divert enough votes to make a difference, Russell was furious and the next year ran against Parren Mitchell in the primary. The election was held in the new boundaties, entirely within the city limits, and Russell received 46%, almost enough to defeat Parren.

Apparently the Mitchells have made peace with their enemies because Parren Mitchell has not had any significant opposition since. He was unopposed in the 1974 general election, received 94% in the 1976 general election and last year won by 88.7%.

Points of Interest: Rep. Mitchell is extremely fond of the President. While hs occasionally criticizes an Administration proposal, it is because he feels it is his civic duty to draw attention to actions which will displease the black community.

As you know, although Mitchell had been told that if he could not go to Baltimore with you no member of the Maryland delegation would be going, he declined your invitation. After reading in the paper that no one was going, Mitchell had second thoughts and told several friends that he "could not do that to the President." He thus will be meeting you in Baltimore.

August 6, 1979

REP. MARIO BIAGGI
(D-New York-10)

Committees: # 9 Education & Labor
Subcommittees: Labor-Management Relations
Postsecondary Education
Select Education

5 Merchant Marine & Fisheries
Subcommittees: CHAIRMAN - Coast Guard &
Navigation
Merchant Marine
Panama Canal

Administration Support: 54.5%

Personal Background: Rep. Biaggi was born and raised in New York City. He graduated from the New York Law School in 1963 and was admitted to the New York State bar. He served as a member of the New York City Police Department from 1942 to 1965. During that time Rep. Biaggi earned the police department's Medal of Honor plus 27 other decorations, including 10 for being wounded in the line of duty. In 1967, Rep. Biaggi was elected President of the National Police Officers Association of America. His other civic activities include membership in the Congressional Advisory Board of the Full Employment Council, the National Association for Justice Advisory Board and a lifetime member of the NAACP. Rep. Biaggi and his wife, Marie, have four children. He is 61 years old.

District/Political Information: Rep. Biaggi was first elected to the tenth district in 1968. In early 1973 he began to campaign for election as Mayor of New York City against Mayor Lindsay and it seemed as if he was the man most likely to win. A great deal of hostility against Mayor Lindsay had arisen from citizen concern over the deterioration of city services, particularly with regard to the rising crime rate. As a former policeman, and the most decorated member of the New York police force, Rep. Biaggi appeared to be the right man in the right place at the right time. He had been elected congressman three times with the endorsement of both the Democratic and the Conservative Parties. In mid-1973, however, the papers broke a story that Rep. Biaggi had lied when he said he had not taken the Fifth Amendment before a grand jury investigation. Rep. Biaggi sued to get some, but not all, of the grand jury records made public, but the judge revealed them all -- and they showed that Rep. Biaggi had been

Biaggi
page 2

lying. In the Democratic primary, he won only 21%, finishing third in a field of four. As a result, his victory in the 1974 congressional election was only 54%. However, he was reelected in the 1976 and 1978 general election by 95%.

MARIO BIAGGI AND NORTHERN IRELAND

Congressman Biaggi is Chairman of the 131 member Congressional Ad Hoc Committee for Irish Affairs. Before leaving for Ireland on August 8, he wants to discuss the human rights situation in Northern Ireland and has mentioned that he hopes you will expand your human rights initiatives to include Northern Ireland. He met with the Vice President during the week of June 12 to discuss the State Department's authorized sale of arms to police authorities in Northern Ireland. While the Vice President expressed surprise and disappointment at the State Department's action, and asked his staff to look into the matter, the State Department sent Biaggi "typical gobbledygook, which boils down to the fact that -- when it comes to Northern Ireland -- human rights is an expendable consideration." Biaggi has consequently requested a meeting to discuss the situation with you.

ISSUES - Q & A'S

GENERAL BACKGROUND

This brief summary highlights the more detailed fact sheets on Baltimore, Maryland which follow.

In recent years, Baltimore has gained a national reputation for its efforts to renovate and rebuild its neighborhoods, its downtown, and in the process, its economic base. Baltimore still has many of the problems common to a large old Northeastern city: a high level of poverty, a deteriorating housing stock, outdated industrial facilities, high unemployment, and a loss of population.

Baltimore is the nation's seventh largest city, with an estimated population of 819,000; 51% are of minority races. The unemployment rate in April 1979 was 7.2%, down from a high of 9.3% in January 1978. Median family income in Baltimore is \$12,300, compared to \$18,300 in the Baltimore Standard Metropolitan Statistical Area (SMSA).

The City's economic base has traditionally been the production and distribution of manufactured goods. Manufacturing is still an important element in the City's economy, though employment has increased most in service industries. Bethlehem Steel, Westinghouse Electric, General Motors, Lever Brothers and the U.S. Government are important employment sources.

The Port of Baltimore is the fourth largest foreign trade part in the nation; it generates 10% of Maryland's jobs.

The City boasts seven institutions of higher learning, including Morgan State University, Johns Hopkins University and Medical School, the University of Maryland at Baltimore, and the Peabody Institute of Music.

Approximately 144,000 pupils attend the 200 public schools in the City; about 76% of the students are of minority races.

Approximately 39% or \$676 million of the City's 1980 budget of \$1.7 billion is derived from Federal grants; another 24% of the City's budget depends upon Maryland State grants. The majority of the Federal grants are allocated for capital improvements, economic development, and education.

ISSUES

Housing

Baltimore's housing strategies have changed from the 1930s through 1950s when the emphasis was on slum clearance and new construction of public housing. In the 1960s and 1970s, Baltimore has been a leader among cities whose emphasis has changed to preservation of the exiting housing stock. Renewal efforts now underway cover from one-third (1/3) to one-half (1/2) of the City, most of which is residential.

The largest part of Baltimore's inner city housing consists of three-story row houses, soundly built but creating unusually high population density. While it has caused some problems, this density has created neighborhoods of ethnic identity which are an important characteristic of the City. Homeownership has declined in Baltimore between 1960 and 1970, from 54% to 44% of the households, but has now stabilized and should increase as the City's homeownership development efforts continue.

Baltimore's Housing Authority (the Department of Housing and Community Development) manages 15,709 housing units in 41 developments (of which 17% are designed for the elderly), and the City is proud that it has no vacant or abandoned units in its inventory. The need for additional public housing is serious; there are currently 16,000 families on the waiting list for public housing and an additional 7,000 families on the waiting list for Section 8 Existing housing.

In Fiscal Year 1978, HUD's Baltimore Area office reserved \$8,642,953 for 2,413 units of new, rehabilitated, and existing housing. Baltimore is making a major effort to scatter-site its public housing and to emphasize use of rehabilitated and existing units wherever possible. In addition, Rent Subsidy Payments of approximately \$7 million were made in FY 1978 to 4,068 households residing in 67 housing developments which are insured by HUD/FHA in Baltimore.

The City is using a variety of programs to improve its housing stock including Urban Homesteading; the Vacant and Used House Program (scattered site rehabilitation for Public Housing-- the home you will visit on East Biddle was funded under this program); the REAL Program (City-financed rehabilitation loans); "LPA" Rehab (a Community Development Block Grant funded program where the City acquires, rehabilitates, and sells houses below

cost to low and moderate income households); Section 312 rehabilitation loans (since the program's inception, HUD has provided \$16.7 million for 1,050 loans); and a variety of Maryland State programs aimed at rehabilitation and home financing. In addition, pending the outcome of legislation under consideration by Congress, a \$100 million City bond issue will be sold for the purpose of financing home purchases.

In the early 1970s, thirty-one housing developments with 5,685 units were constructed in Baltimore under HUD's Section 236 program.

A major thrust of City housing policy is the expansion of homeownership. Through its Homeownership Development Office, the St. Ambrose Housing Aid Center, and Neighborhood Housing Services, the City estimates approximately 4,000 low and moderate income households have been able to become homeowners.

The City continues to actively attract middle and upper income homeowners back to the City to help strengthen its economic base.

Economic and Community Development and Community Services

Many of Baltimore's community development issues are related to its housing conditions. Neighborhoods with obsolete housing and inadequate community services and facilities have resulted in disinvestment and deterioration. Areas of rapid population change have lost homeowners and stability as absentee owners have created multi-family apartments in former single-family homes. Large non-residential tracts have been underutilized or inappropriately utilized. All of these problems are being addressed by the City, but the available resources cannot meet the City's total needs.

The relatively low personal incomes of City residents inhibit the growth of municipal revenues. With surrounding counties having less than half the property assessment rate of the City (\$2.88/\$1-0 versus \$6.22/\$100), movement to middle income families back to the City is inhibited.

Recent grants to address these problems include federal programs is four of HUD's Urban Development Action Grant (UDAG) totalling \$20.6 million to help finance a Hyatt Hotel and apartment complex in the Inner Harbor area; to subsidize the purchase of new and rehabilitated homes in Oldtown for low and moderate income families; and to help pay for site costs for moderate income housing in Coldspring; the City's new town-in-town.

Through HUD's Community Development Block Grant Program (CDBG), Baltimore has received \$193 million since the inception of the program in 1975.

Prior to Community Development Block Grant (CDBG), the City actively used HUD's categorical programs including Urban Renewal, Neighborhood Development, Code Enforcement, Model Cities, and others to channel \$314 million in Federal funds to its economic and community development and community services efforts.

The City has and continues to use these funds to: fund neighborhood groups in support of their self-improvement efforts; make physical improvements in those neighborhoods; provide a full range of social services in neighborhoods which need them; rehabilitate neighborhood business districts; support its other manpower development programs; expand and revitalize the Metro Center around the waterfront; and to retain and attract industry.

Transportation

Baltimore is moving ahead with the completion of its major highway network and has the first leg of its subway under construction. Completion of the "3A" highway system (I-83, I-70, I-95, I-170, and I-395) will bring its total cost to approximately \$2.1 billion, of which 90% is being funded by the Federal government.

The City's rapid transit system is a long-term construction project whose ultimate cost is difficult to estimate. Construction of the first eight miles began in December 1976, and should be completed in 1982 at a cost of approximately \$735 million; 80% of the cost is being funded by the Federal government and the remaining 20% by the State of Maryland.

At present, commuters rely on the automobile and buses for transportation to and from their places of work. The Maryland Mass Transit Administration has over 1,000 buses which carry 374,000 daily riders in the Baltimore area.

Energy Conservation

Baltimore is confronting the issue of energy conservation in a variety of ways: Mayor Schaefer has set a goal for City government of a 10% overall reduction in energy usage in Fiscal Year 1980; the City's federally-funded Weatherization Program (\$1,006,632 in Community Development Block Grant (CDBG) monies) is being used to insulate houses and reduce energy usage. The City's sanitary landfills; the City's Pyrolysis Plant is being used to convert solid wastes to steam, which is then sold to the Baltimore Gas and Electric Company; and an Energy Conservation Education Office has been established to educate City residents and provide emergency relief for energy-related problems.

Baltimore has a very active program built on a joint DOE/CSA/DOL program whereby eligible low-income families can have their homes weatherized up to a certain expenditure limit with funds from DOE passed through the States to CAP agencies which actually coordinate the work. The work force is made up of CETA workers. This program has had some problems around the country, especially where CETA prime sponsors have not been well coordinated with CAP agencies. The result of these frequent "mismatches" is unobligated DOE money, weatherization materials unused in warehouses, and shortfalls in meeting goals for number of homes weatherized. Baltimore, Pennsylvania and much of the rest of Region III represent notable exceptions and highlight what can be done.

The Baltimore low-income weatherization program (headed by Fred Lucas whom you will participate in the neighborhood meeting at the school) has been significantly expanded and strengthened over the past two years. This year the program will weatherize 3000 homes in the city using 22 crews composed entirely of CETA workers. In all 150 CETA workers are involved at a time. Only three full-time city employees are involved (one of the three is Denise Tyler, whom you will meet. She is a young black woman who began in the program as a CETA trainee). All of the remaining supervisory personnel are CETA. With the new rules limiting the term of a CETA worker's federal employment to 18 months, the program has expanded its job counseling and placement activities.

The Baltimore program target is to weatherize 4000 homes in 1980 and complete all 15-20,000 low-income owner-occupied eligible homes in Baltimore in the next three to five years.

The only power company in Baltimore, Baltimore Gas and Electric Company (BG&E), generates its power from the following sources:

- 58 percent from nuclear;
- 35.3 percent from oil;
- 6.5 percent from coal; and
- .14 percent from natural gas.

The energy conservation highlights of the two buildings you will visit are as follows:

- Fully rehabilitated and weatherized home with solar unit
 - The home is part of a major effort by Baltimore to take abandoned or delapidated buildings and rehabilitate them for use as scattered-site public housing units.
 - The city has rehabilitated 1800-2000 units, all of them have been fully weatherized and occupied, making this one of the most ambitious scattered-site public housing initiatives in any city.
 - The unit being visited has all of the most cost-effective features we are encouraging homeowners and landlords to use, including:
 - + well caulked windows;
 - + storm windows and doors;
 - + weather stripping; and
 - + well insulated water heater
 - In addition, the house is one of five low-income homes in Baltimore to be fitted with a solar hotwater heating unit financed by special demonstration funds from DOE.

° School being Converted into a Section 8 Public Housing Project

- Baltimore is using Section 8 funds to convert six abandoned school buildings into low-income apartments. This "recycling" of existing buildings is the Administration's preferred method of providing additional Section 8 units. It is less expansive per unit and more energy efficient than is new construction.
- As the school is being converted to apartments, it is being weatherized with adequate insulation, storm windows, and weatherstripping.
- In contrast to fairly frequent community opposition which results from a plan to construct new Section 8 units in an area, the community the President will be visiting has been very supportive of this project because it removes a potential magnet for vandalism, puts a vacant eye-sore to use, and will be occupied by local people--not only the elderly but families as well.
- The energy conscious renovation will reduce utility bills significantly for both occupants and for the government.

The potential benefits from the kinds of energy efficiency steps highlighted by the President's visit to the three sites cannot be overestimated:

- ° 36-40 percent of all U.S. energy consumption is used to heat, air condition, light, and provide hot water for homes, commercial buildings, and factories.
- ° The residential sector alone accounts for 20 percent of all U.S. energy consumption.
- ° Estimates of potential energy savings through improved weatherization/retrofitting range from 50 percent by the late 1980s (Princeton Study) to 30 percent savings in five years (under a Portland, Oregon mandatory plan covering only residences).
- ° While the energy savings estimates vary, the potential savings in barrel/day equivalents range between 1-2.5 million barrels/day.

BALTIMORE FACT SHEET

- Seventh largest city in the United States. Baltimore is a totally independent local jurisdiction, not part of any Maryland County.
- Central City of the 14th largest Standard Metropolitan Statistical Area in the United States. The SMSA includes Baltimore City and five counties.
- Land area 79 square miles.

Demographics

- July 1, 1977 population estimate 819,000; for SMSA - 2,152,400
- Nonwhites constitute approximately 51 percent of the total population of the City; 19% of the SMSA.
- Average age - 30 years, City; SMSA - 29.
- Average number of persons per household - 2.9, City; 3.0, SMSA
- Twenty-two percent of all families have female heads. For the SMSA the percentage is 14.0.
- Approximately 12 percent of the population are over 65 years of age in the City; 8.4 percent in the SMSA.

Income

- Median family income - \$12,300, City; \$18,300, SMSA.
- Average weekly earnings in manufacturing industries are estimated at \$297 (Available for Metropolitan Area only as of March 1979)

Employment

- April 1979 City unemployment rate 7.2% and declining from a high of 9.3% in January 1978. SMSA April 1979 unemployment rate 5.8% and declining from a high of 7.5% in January 1978.

- 2 - 70

Industry and Commerce

- The economic base of the City has traditionally been the production and distribution of manufactured goods. While there is a steady shift toward service industries (as measured by employment) manufacturing remains a vital component.
- The City housed 950 of the State's 2,470 manufacturing firms.
- Important employment sources are Bethlehem Steel, Westinghouse Electric, General Motors, Lever Brothers and the U.S. Government.
- Industrial specialities are Londontown Manufacturing Company, producing 23 percent of the nation's raincoat and waterproof garments (e.g., "London Fog"), Maryland Shipbuilding and Drydock (accounting for 13 percent of all ship building and repair in the nation), and McCormick's Spices.
- The Port of Baltimore is the 4th largest foreign trade port in the United States. It accounts for 2.5 billion dollars in yearly wages and salaries and generates a tenth of Maryland's jobs.
- The Federal Government accounts for approximately 3 percent of the City's total employment and for 6.45 percent of total employment in the SMSA. Social Security maintains its national headquarters with 20,000 employees at its Woodlawn installation alone.

Recreation

- Approximately 12 percent of land area devoted to parks and recreation.

Education

- The City boasts seven institutions of higher learning, including Johns Hopkins University and Medical School, the University of Maryland at Baltimore, and Peabody Institute of Music.

Approximately 144,000 pupils attend the 200 public schools in the City. An estimated 76 percent of the students are nonwhite.

Budget

- The fiscal 1980 budget for Baltimore is \$1,730,215,407.

Revenues:

*Federal Grants (Other Than Federal Revenue Sharing)	\$650,796,915	37.6
State Grants	412,487,835	23.8
Local Taxes	311,875,000	18.0
Capital Loans	96,164,000	5.6
Public Service Enterprise	90,982,294	5.3
Motor Vehicle	65,800,000	3.8
All Other	53,546,290	3.1
Federal Revenue Sharing	25,687,000	1.5
Service Charges	11,909,073	0.7
General State - Shared Taxes	10,967,000	0.6

Expenditures:

Capital Improvements	\$606,698,000	35.1
Education	332,445,625	18.6
Social Services	167,110,739	9.7
Public Safety	158,570,867	9.2
Economic Development	128,465,741	7.4
Hospitals and Other Public Service Enterprises	97,392,852	5.6
General Government	75,884,224	4.4
Health	57,926,175	3.3
Highways	34,290,803	2.0
Recreation and Culture	29,871,376	1.7
Sanitation and Waste Removal	29,642,275	1.7
Corrections	12,215,862	0.7
Public Library	9,700,868	0.6

- Since 1960, Baltimore has followed a policy of selling no more than 35 million dollars in bonds each year. The City's bond rating has been boosted from "A" to "A-1".

* See page 4

Federal Grants (other than Federal Revenue Sharing) which provide revenue to the Baltimore City budget are identified in the City budget as follows:

<u>Program Area</u>	<u>Amount</u>
Capital Improvement Program (Highway Interstate System - \$395,107,000)	\$474,647,000
Economic Development (CETA grant - \$113,954,165)	126,354,066
Education (includes the following categories:)	41,514,782
Elementary and Secondary Education Act	\$ 20,378,745
Other	14,371,619
Community College	6,464,418
Public Law 874 - Impacted Areas	300,000
Health	2,242,763
Hospitals	2,158,785
Public Safety (Main Source: LEAA)	1,781,750
Social Services	1,438,452
Recreation and Culture	394,092
Public Service Enterprise (Main Source: EPA)	190,225
General Government - Civil Service (Main Source: I.P.A. Grant)	75,000

HOUSING

Characteristics and Major Components of Change

	<u>1970</u>	<u>1978</u> (Estimate)
Total Occupied Housing Units	289,003	307,800
Percent Owner Occupied	44%	44%
Percent Renter Occupied	56%	56%
Standard Vacancy Rate	3.8%	5%

Condition:

- In 1970, 22,500 (8%) of the City's households were overcrowded. By 1976, the number of overcrowded City households had fallen to 13,100.
- There are 66,586 inadequately housed lower income households.
- The blight of abandonment continues to occur, even in blocks which are otherwise in good condition.

As of March 1976, there were 5,471 vacant houses in Baltimore. However, since that time, the rate of abandonment has diminished. In addition, because a major thrust of the City housing policy is aimed at ameliorating this problem, the length of time a building remains vacant before demolition or rehabilitation has been greatly reduced.

- Low income families, almost half of whom live in substandard units, are required to pay an increasing percentage of their income for housing cost. Of the 89,600 Baltimore City households paying over 25% of their income for housing, 88,900 are of lower income.
- There are currently 16,000 families on the waiting list for Low Rent Public Housing. There are an additional 7,000 families on the Section 8 Existing Housing waiting list who are not on the Public Housing waiting list.

Characteristics:

- Most of Baltimore's inner city housing consists of three story row houses, soundly build but resulting in dense population patterns.

- Baltimore is a very neighborhood oriented city with some communities particularly in East Baltimore continuing to perpetuate their ethnic identities.
- A high rate of owner occupancy, resulting in part from the row house pattern and the traditional ground rent system, has proven a positive factor in keeping neighborhoods stable. Owner occupancy decreased in the City from 54% in 1960 to 44% in 1970 and has remained stable. Consequently, absentee owned properties, a long standing problem in the inner city where minorities are concentrated, is spreading to some outer City areas. This is evidence, however, that the owner occupancy rate is stabilized. Between 1970 and 1978, renter occupied units did not increase as a percentage of all occupied units.
- Many neighborhoods, particularly in the inner city, continue to lack essential elements such as adequate recreation and open space, well maintained streets and neighborhood facilities. As is typical of similar eastern cities, these areas are suffering from deteriorating housing, schools, and employment facilities.

Thrust of Housing Policy

- Baltimore has long been in the forefront in efforts to preserve and rebuild its housing stock and neighborhoods. Renewal efforts underway cover 1/3 to 1/2 of the City's geographic area, most of which is residential related.
- Initial public efforts in the 1930s - 1950s resulted in slum clearance and the construction of large public housing concentrations to the west and east of the Central Business District.

More recent efforts in the 1960s and 1970s have emphasized preservation with selected clearance. The focus of the effort has been directed at inner city neighborhoods, areas of concentration of low income and minority groups. In addition, preventive efforts through code enforcement are being effectively carried out throughout the City.

- Concerted efforts have been made in recent years to geographically disperse Low Rent Public Housing. This is particularly evident in new construction for the elderly and the large Hollander Ridge development on the eastern edge of the City; however, at the present time, there are relatively few sites available to develop new housing.

Baltimore has a particularly well run Housing Authority (part of its Department of Housing and Community Development) and despite the large concentrations of existing low rent housing, there are no vacant or abandoned units in the inventory. Currently, the Housing Authority has 41 developments containing 15,709 housing units under management. Approximately, 17% are units specifically designed for elderly households.

- If the above mentioned housing resources are compared to the need, as identified by the number of households in Baltimore's waiting list, it is obvious that the demand for federally assisted housing is much greater than the supply. Baltimore's Housing Assistance Plan attests to this fact.

Federal dollars have made a major contribution to house Baltimore citizens. In FY 1978, Baltimore City received 109.7% of its fair share of the HUD Baltimore Office's Assisted Housing Funds; \$8,642,953 were reserved for 2413 units of new, rehabilitated and existing housing during FY '78. In addition, Rent Subsidy Payments of approximately \$7 million (which are made by HUD in behalf of eligible tenants to private owners of certain multi-family housing insured by the Federal Housing Administration) were made in FY '78 to 4068 households residing in 67 household developments.

- Strategies for the rehabilitation and preservation of housing include:

Urban Homesteading - This program which was conceived in 1973 has been aggressively supported by the City. Five hundred houses have been awarded and approximately 2,500 structures acquired from delinquent taxes, have been made available. Areas of concentrated homesteading include Stirling Street, the Old Otterbein Section of Inner Harbor West, and Barre Circle, Ridgely's Delight, and Washington Hill.

Vacant and Used House Program - Approximately 1,617 units have been totally rehabilitated under the scattered site vacant house program, most for public housing. This program has served as an effective tool for the City to geographically disperse large families in standard housing at affordable rents.

REAL Program - (Rehabilitation Environmental Assistance Loans) The City's homesteading and other rehabilitation efforts are uniquely supported by approximately \$1 million per year in City-backed, voter approved, rehabilitation loans. REAL loans for 486 units have totalled \$8,950,000.

"LPA" Rehab - Under this program, the Local Public Agency (e.g., Baltimore's Department of Housing and Community Development) acquires, rehabilitates and sells dwelling structures. Typically, structures are sold to households of low or moderate income. Since the rehabilitation cost greatly exceeds the sale price of these structures, this dollar difference is absorbed through a combination of City funds and federal HUD Block Grant funds.

As of December 1978, Baltimore had used the LPA program to rehabilitate 427 structures (consisting of 759 dwelling units). The program has been successful in achieving its two basic goals: 1) to increase homeownership opportunities for households of low and moderate incomes; 2) to upgrade targeted neighborhoods so as to encourage private reinvestment in the area's housing stock.

Section 312 Loans and Section 115 Grants for Rehabilitation - These federal programs have been used extensively to aid in the stabilization of neighborhoods. Approximately 1050 Section 312 loans have been made to date, totalling \$16,700,000. One-thousand three-hundred six (1,306) Section 115 grants totalling \$3,722,551 have also been made.

Other programs utilized in neighborhood preservation include HUD's Community Development Block Grant Program (over \$30 million in rehabilitation, alone) and several State of Maryland programs. The Maryland Home Financing Program (\$13.5 million), the Maryland Housing Rehabilitation Program (\$2 million), and the Maryland Housing Fund (\$48 million of insurance) are all used by the City to help preserve its neighborhoods and encourage homeownership.

- Major efforts have been underway to couple the new construction for low and moderate income households with the many neighborhood rehabilitation efforts. In the early 1970's, the Section 236 program (whereby HUD insured multi-family mortgages and paid interest subsidies to lenders which allowed the mortgage to be paid off by the project owner at an interest rate as low as one percent) was the primary vehicle to provide new construction. Basically, the Department's Section 8 Housing Assistance Payments Program has replaced the 236 program as the major program to house lower income households. Thirty-one (31) housing developments with 5,685 units were constructed in Baltimore under the Section 236 program since its inception.
- A major part of the City's residential effort is aimed at encouraging homeownership. The programs mentioned above are also utilized to stimulate this trend and a special homeownership development office was created in the Department of Housing and Community Development to unify all aspects of this thrust. Special emphasis is being placed on identifying

homes in inner city areas that are suitable for one family occupancy. The City estimates it has assisted approximately 2,500 low income households to become homeowners through its offices.

Baltimore also expects to market a \$100 million bond issue to be used for mortgage financing. The implementation of the program will be affected by the final outcome of legislation now being considered by Congress.

There are other community organizations such as the Neighborhood Housing Service (funded by HUD through the Federal Reinvestment Task Force) and the St. Ambrose Housing Aid Center (which receives funds through various sources as well as from HUD) that counsel low income households and assist them to purchase their own homes; in many instances, the families purchase the house they rented for years and their new housing expense is equivalent to their monthly rental payments. The City is very supportive of these efforts.

Another major thrust has been aimed at attracting back to the City more middle and upper income families. This is occurring through efforts at rehabilitation and selective new construction in areas such as Bolton Hill, Federal Hill, and Fells Point.

New planned communities are also being created to provide an in-town alternative to suburban housing which can retain and attract middle and upper income households. Coldspring, a new town-in-town located a short distance from the center city, planned by Moshe Safdie, is the most dramatic effort. Located on a rolling, predominantly vacant 375 acre site, it will provide 3,780 new dwelling units.

Inner Harbor West is another residential development now under construction just south of downtown and west of the inner harbor.

ECONOMIC AND COMMUNITY DEVELOPMENT AND COMMUNITY SERVICES

Issues:

- Many of Baltimore's community development issues are related to the housing conditions discussed earlier. In addition, because of obsolescence and changing demands, additional neighborhood facilities are required. Such facilities include multi-purpose centers, recreation facilities and neighborhood shopping areas.

Area of greatest need include:

- Older inner city neighborhoods where obsolete housing and community facilities and inadequate services results in disinvestment and resident frustration.
- Areas where rapid population change has resulted in subdivision of single family dwellings and increased absentee ownership places intense strain on existing facilities and threatens to weaken the neighborhood housing stock.
- Multi-problem neighborhoods which have not received a full and equitable complement of City services.
- Areas where architectural character and other amenities present unique opportunities for in-city living but where substantial public help is needed to stimulate investment.
- Locations where other City actions have unintentionally affected neighborhood quality.
- Large non-residential tracts which have been underutilized or contain incompatible uses and which could be redeveloped to provide significant new opportunities for employment and tax revenues.
- Deficiencies in the personal incomes of City residents inhibit the growth of municipal revenues. Local revenue sources (property tax, income tax) are not increasing sufficiently. Therefore, the City government must either receive financial assistance from the State or Federal governments or reduce City services. The property assessment rate in the City of Baltimore is substantially greater than that of surrounding suburban jurisdictions, \$6.22/\$100 assessment for Baltimore compared to an average \$2.88/\$100 assessment for surrounding counties. This taxing disparity is serving to inhibit economic growth and the retention of middle income people in the City.

- Many of the City's older community retail centers are experiencing declining sales, floor space, and assessed value and are offering increasingly limited shopping opportunities to the communities they serve. Such centers are an important part of the overall residential pattern as well as of neighborhood employment.
- Essential for the vitality of Baltimore is the continued revitalization of the downtown, bolstering the City's tax base as well as providing additional jobs. The progress toward this end has been dramatic in the past decade through such projects as Charles Center and Inner Harbor. Of particular urgency are actions to renew the deteriorating retail center and to bring life into the Central Business District in the evening. Two major department stores have recently left the downtown area.
- Baltimore has several older industrial areas which are obsolete and are no longer efficient. Efforts must be directed to support economic activity and attract new investment into these areas.
- There are numerous unmet demands for neighborhood services required especially where there are concentrations of minority and low income persons. Such needs are also integral in many cases to the development and maintenance of sound neighborhoods and include child day care, senior citizens' programs, recreation centers, alcoholism and drug programs, services to school dropouts and health care. An analysis of neighborhoods for social need indicates the inner city to have an abundance of problems including poverty, unemployment, dependence on public assistance, health, education, crime and juvenile delinquency.

City Policy:

- Prior to the implementation of the Housing and Community Development Act of 1974, the City pursued an aggressive redevelopment effort under the categorical programs. Baltimore's Department of Housing and Community Development (HCD) received \$314 million in federal funds under the various categorical programs. The City administered 26 urban renewal projects with \$201 million in federal grants; a Neighborhood Development Program which utilized \$32 million in grant monies over a four year period as well as \$11 million for Code Enforcement and Neighborhood Facilities. Over a five year period the Model Cities Program received \$45.6 million in federal funds.
- Of the \$193 million allocated to the City under the CDBG program since 1975, \$178 million or 92% percent of the funds have been obligated for Baltimore's neighborhoods with the remaining 8 percent allocated to the Inner Harbor

redevelopment area.

- Since the Community Development Block Grant (CDBG) program became operational in 1975, the City has used \$6,280,400 to support neighborhood self-improvement efforts. Neighborhood groups are encouraged to plan improvements for their communities and the necessary technical assistance is given by District planners assigned throughout the City and through such aids as the Neighborhood Cooperation Program. In areas of concentration of low income and minority persons, PAC groups and "Model Cities" community councils continue to receive funding in order to remain a vehicle through which citizen interest in neighborhood improvement, social services, and employment is channelled upward into the City bureaucracy.
- Efforts continue to eliminate unhealthy, unsafe and unsanitary conditions and structurally unsound buildings and improve neighborhood physical appearance and environment. The City is not only concentrating on eliminating negative conditions, but is taking steps to establish positive neighborhood images by preserving neighborhood structures of historic and architectural value, planting trees, installing street lighting and providing needed parks, recreation and open space.
- Baltimore is making a concerted effort to provide a full range of social services wherever they are lacking or deficient and is organizing the services in locations that are accessible and convenient to the user population. The CDBG aspect of this activity is aimed principally at low and moderate income persons who need but cannot afford health, cultural, educational and employment services. These services are being coordinated mostly through a unique system of multi-purpose and community centers, which are open to all persons regardless of where they live, but are located in areas most convenient to the prospective clients. A network of multi-purpose centers is part of the City's Master Plan. A central staff at each center provides for administration, management, outreach and coordination.
- As part of the efforts to enhance city neighborhoods, provide employment opportunities and a viable municipal tax base, funds are being invested in the rehabilitation of older neighborhood business districts.
- Career development and manpower redevelopment programs are being provided so that low income, minority, and female persons will have the skills to get jobs or advance to positions of higher pay or status. Continuation of Model Cities' activities and programs under the Mayor's Office of Manpower Resources help to train these persons.

- The Urban Services Agency, created from the former Community Action and Model Cities Agencies, identifies needs for supplemental community services, coordinates and provides these services in cooperation with affected residents and other City agencies. In addition to services normally supplied by the City, such as sanitation, recreation, education, etc., supplemental programs take into account special problems of low income and minority persons such as cultural enrichment, educational attainment, alcoholism, aging, consumer affairs, health, prisoner rehabilitation and legal assistance. During the five years of the CDBG program, the City has provided the Urban Services Agency \$33 million to operate its programs.

- To assist in the effort to revitalize its economy and reclaim deteriorated neighborhoods, Baltimore has vigorously pursued HUD's Urban Development Action Grant (UDAG) program. Currently, four of its five applications have been approved by HUD in the amount of \$20.6 million as follows:
 - 1) \$10 million for use by the City as a loan to finance the construction of a Hyatt Hotel in the Inner Harbor.
 - 2) \$3.4 million for use in Oldtown to subsidize the purchase of new and rehabilitated homes by low and moderate income families.
 - 3) \$2.8 million to be used as a second mortgage to finance the development of McCormick House, a 276 unit apartment complex, which will stand as an integral part of redevelopment of the Inner Harbor area.
 - 4) \$4.5 million to be used in the new "town-in-town" called Coldspring for site preparation and improvement in conjunction with a housing complex to be insured under HUD's Section 236 for moderate income households.

- Efforts continue to expand and revitalize the Metro Center. Additional City and Federal funds are still needed for planning and site improvements as a stimulus for private investment. Complete redevelopment of the City's waterfront with new housing and commercial enterprises as well as a unique recreation and open space resource for the entire Region is the intent of this development. As indicated above, Urban Development Action Grants as well as the Community Development Block Grant Program are vital tools to achieve this objective.

- Such devices as land cost write-downs, land banking, technical assistance, and potential City loans renovation, utilities and street improvements are being explored as a means to retain and attract manufacturing establishments. Major industrial renewal efforts are

programmed for Fort Holabird(a former U.S. Army installation), Hawkins Point/Curtis Bay, Canton and Fairfield.

- The U.S. Corps of Engineers is expected to dredge Baltimore's main shipping channel to a depth of 50 feet and a width of 1,000 insuring that the most modern vessels would have access to the Port. Major port facility improvement is underway.

TRANSPORTATION

Issues:

- Post war prosperity and resulting widespread automobile ownership which allowed development to become increasingly dispersed in low density suburban areas created two serious problems in Baltimore. First, it weakened the central city's economic base. Second, the new pattern of low density development made it increasingly difficult to provide efficient forms of mass transportation which required high population concentrations to produce adequate ridership.
- As in other major metropolitan areas, the problem of mobility in the Baltimore region has reached a serious crisis. Congestion on major thoroughfares such as the Jones Falls Expressway and Ritchie Highway is often intolerable. The existing bus system, while providing relatively good service under available conditions, is not sufficiently attractive to encourage large numbers of people to use mass transit rather than rely on cars for commuting into the city.

The increasingly severe energy shortage has made it ever more necessary for the City to provide a viable transportation system. Support for a Baltimore rapid transit system has increased in response to the gasoline shortage.

Rapid transit will enable large numbers of people (as many as 960 in one train) to travel conveniently with a reduction in travel time (up to 50 per cent in some cases), congestion and pollution. It will also reduce gasoline consumption and provide greater access for many Baltimoreans to employment and recreation.

The projected deficit of a combined bus/rapid transit system in 1982, with annual ridership projected at 115 million is \$43.9 million, which results in a cost per passenger of 38 cents. It is estimated that an all-bus system in 1982 would operate at a deficit of \$49.9 million, or approximately 46 cents per passenger. The combined bus/rail system would thus carry more passengers and carry them on a more energy and cost efficient mode of transportation.

- A growing sensitivity to the negative impact of development has resulted in stringent environmental controls. These controls, particularly in the areas of air quality and noise emission, are posing serious problems to the development of new transportation facilities and the use of land adjacent to highways. There has been a three decade dispute over the construction of new highway and Interstate access to and through Baltimore, resulting in study and restudy, litigation, disruption of neighborhoods because of uncertainty over alignments, and long construction delays. Heightened

environmental concerns have prolonged the resolution of the road problems.

- Growing port and industrial activity has greatly increased truck traffic through residential neighborhoods, creating problems of noise, air pollution and traffic congestion.

City Policy

- General-In developing the rapid transit and Interstate system, it has been the intent of the City to use the transportation network as a tool for rebuilding the obsolete and inadequate parts of the City and as an aid in the solution of the City's most pressing and immediate social and economic problems.
- "3A" Highway System-The City Administration has pushed continued construction to the Interstate network through the City in order to provide a minimum high speed highway access. Plans for the "3A" system, consisting of 31½ miles of highway, were adopted by the City in 1970. The system will result in the completion of I-83, I-70, I-95, I-170, I-395 in Baltimore.

12.4 miles are now complete and open to traffic. The budget for the completed 12.4 miles was \$560 million. Eight miles of the system are currently under construction, and have a budget of \$407 million. The remaining 11.1 miles of the 3A system is in the planning stage. The budget for these 11.1 miles is \$1.2 billion. The total budget for the 31.5 miles 3A system is therefore \$2.1 billion. Of this total, approximately 90% is being funded by the Federal Highway Administration. Baltimore City is providing the remainder through the use of Motor Vehicle Revenues.

The 3A system will route through traffic around Metro Center and local traffic quickly into Metro Center via the Interstate spurs and the City Boulevard. The City Boulevard is designed so as to allow access to the Central Business District without penetrating the City.

- Rapid Transit System (RTS)-A rapid transit system has been planned in the Baltimore Region for some time. An incremental planning process, arranged in two phases, is being used. The Region attempts to have, at any given time, one transit line in each of the following stages: construction, design, and planning. At present, there are no completed lines.

RTS: Phase I, Section A-Section A of Phase I is in the construction stage. It will consist of eight miles of line, running from the Central Business District to the City line in northwest Baltimore. 4½ miles will be subway; 2½ miles, aerial; and 1 mile, grade. There will be six subway stations and three aerial stations. Construction began in December, 1976.

The line is scheduled for completion in 1982. The projected daily ridership is 83,000. The original budget for Phase I, Section A was \$721 million. The budget has been increased to \$735 million in response to a need for more vehicles. Eighty percent (80%) of the total budget is being funded by the Urban Mass Transit Administration (UMTA) of the U.S. Department of Transportation. The remaining 20% is funded by the Transportation Trust Fund of the State of Maryland. This fund consists of transportation - related sources of income.

Effects of the Phase I Section A system on the Baltimore economy were estimated by the Baltimore City Planning Department and the Regional Planning Council in 1975:

- Construction will directly generate about 3,000 full-time jobs and an additional 6,000 to 9,000 jobs directly throughout the State.
- Construction will directly generate a total payroll of \$280 million over the 6-year construction period.
- The economic multiplier effect, through money pumped into the regional economy, will provide approximately 40,000 man-years of employment.
- The total expenditure of \$735 million (over 6 years) will produce \$1.2 billion in economic stimulus throughout the State. In other words, the State will receive at least \$8 in taxes for every \$1 it invests in the rapid transit line.
- Nearly 90% of the labor, professional engineers and management force and related fees and taxes, and 40% of the materials and supply investment will be captured directly by the State.
- The State will recapture 55% of its investment through increased sales and income taxes.

- When the rapid transit line begins operating in 1982, 300 new jobs will be created, with an estimated \$5 million annual payroll, which will continue to benefit the Baltimore Region.

RTS: Phase I, Section B-Section B of Phase I is currently in the design stage. It consists of six-mile extension of Section A's line. The line will lead to Owings Mills, a suburban community in northwest Baltimore County. The design budget for Section B is \$8.8 million. Eighty percent (80%) of this is being federally funded by UMTA. A Section B construction budget has not yet been approved.

Assuming funding is approved by both the State and Federal governments, major construction could begin in 1981 and be complete by the end of 1984.

The estimated construction cost will be determined when design engineering is well underway. However, at this time, costs are estimated between \$140 and \$160 million.

It is estimated that the Section B rapid transit extension will eliminate approximately 235,000 vehicle miles of travel per day in 1990--a reduction of roughly 12,000 vehicles--in most congested parts of the northwest corridor.

The reduction of vehicle miles of travel is expected to save about 16,000 gallons of gasoline per day--or 4.5 million gallons per year. These figures are based on an average consumption rate of 15 miles per gallon. The reduction of 12,000 vehicles, most of which would take place during the morning and evening rush hours, will help to improve air quality.

RTS: Phase II-Phase II of the rapid transit plan is in the planning process. Five corridors, consisting of one subway and four light rail systems, have been proposed. A great deal of public attention has focused upon the proposed North Central Light Rail Line. This line would lead to Cockeysville, a suburban community in Baltimore County, and could help to eliminate a severe traffic congestion problem along that corridor. There has been much public support for this line. In keeping with federal regulations, "alternatives analysis" is underway so as to determine the cost-efficiency of a north central line. There has been an increasing public concern that the "alternatives analysis" procedure is burdensome and slowing down the transit line development process. Since Phase II remains in the proposal and planning stage, no Phase II budget has been approved.

MTA Bus System

The Maryland Mass Transit Administration (MTA) bus system continues to be an integral part of an area-wide mass transit effort. Presently, the bus system has 1,018 buses, which carry over 374,000 persons daily over a route of 787.3 miles. The bus division of the MTA has created over 2,000 jobs for Baltimore, and pays almost \$37 million dollars annually in wages.

Most notable among the 1979 fiscal year activities in the MTA bus division was the allocation of \$4,429,820 by the Department of Transportation to assist the MTA in the purchase of 10 additional lift-equipped vans (for elderly and handicapped persons) and 41 ADBs (advanced design buses). In addition, \$16,343,489 was authorized by Department of Transportation in the form of a grant for operating assistance.

ENERGY CONSERVATION

City Policy:

- Mayor Schaefer has directed an immediate high priority for the reduction of energy consumption by the City. Together with this, citizens are being encouraged and assisted to do the same. In a policy statement to all departments and agencies, the Mayor recently committed the City to adhere to the building temperature restrictions of the Department of Energy and to reshape City operations to be energy oriented. The specific requirement on City organizations is to achieve a 10% reduction in all forms of energy use in fiscal year 1980 as compared with the previous fiscal year.
- In addition to buckling down to the various fuel and energy limitations, the City departments and agencies are actively cutting energy corners. On city trucks, work crews are being consolidated to save trips. City vehicle preventive maintenance programs are being sharpened as a major gasoline and diesel fuel saver. Under the new constraints, gasoline rationing will become a way of life in city organizations. All specifications for vehicle replacement will be scrutinized with the intent to use compact or sub compact cars wherever possible.
- Contingency planning is underway to deal with possible temporary or longer range interruptions to fuel oil deliveries. This involves use of the City's tank farm for public buildings and programs to assist citizens who are either out of fuel or unable to pay for it. During the night hours, motorists no longer wait for traffic signal light changes at selected intersections, but may proceed through blinking lights. Right turn on red constraints have either been removed or limited to rush hours at scores of intersections. A new Park & Ride facility at Morgan State University is programmed to start by September 15, with other sites to follow as feasible. Additional bus lanes and a demonstration reverse flow bus lane are being developed with the Mass Transit Administration.
- Baltimore City's energy program encompasses a broad range of conservation and innovative technology projects as follows:

The Weatherization Program - The joint DOE/CSA/DOL funded Weatherization Program was initiated in April 1977. Improvements such as storm windows, weatherstripping, caulking and insulation are installed in the homes of low income owner occupants to help reduce heating fuel costs and conserve energy. As of August 1, 1979, 3608 households have benefitted from the weatherization service at a program cost of \$1,006,632. The average cost per house has been \$279. The 150 persons employed in the program

are hired and trained through the Concentrated Employment and Training Act (CETA).

Methane Recovery Studies - Baltimore has undertaken two studies to examine the feasibility of recovering methane gas from municipal sanitary landfills. The first of these, funded by the Maryland Energy Policy Office, was performed on an East Baltimore landfill where safety concerns necessitated venting potentially useful methane to the atmosphere. Scientific analysis of the quality, quantity, composition, and rate of production of the landfill gas revealed that methane recovery was not an economically viable option for this site. However, the data base and evaluation model developed by the contractor are being used to perform a similar, but expanded study on a larger Baltimore landfill. Funded by the Urban Consortium, this study will examine the potential value of the landfill methane in promoting economic stability and attracting new industry to Baltimore.

Department of Education Energy Office - The City Department of Education has, within the last year, launched a comprehensive building energy conservation program headed by a professional mechanical engineer. The results of this program have been dramatic with a 6% drop in consumption realized in FY '78 over FY '77 and an 18% decrease in energy usage calculated for the first seven months of FY '79 over the same seven month period for FY '78. Significant savings are expected to continue as proven measures become more widely implemented and new innovations are tried.

Pyrolysis Plant - Baltimore City's Pyrolysis Solid Waste Resource Recovery Plant has undergone \$5 million in construction costs to install a new gas purifier, electrostatic precipitator, two induced draft fans, and a 220-foot high stack. This equipment will enable the plant to run more efficiently, reliably, and pollution-free. From February 18 through December 31, 1977, the pyrolysis plant processed 68,000 tons of solid waste, producing 263 million pounds of steam. This steam was sold to Baltimore Gas and Electric Company to earn \$768,000 in revenues for Baltimore. The facility is now deemed capable of processing an average of 600 tons of solid waste daily, producing approximately 2 million pounds of steam which will bring the City a revenue of \$6,000 per day.

Energy Conservation Education Office - In October, 1977, the Energy Conservation Education Office (ECEO) was established as a cooperative project of the Mayor's Office and the Department of Housing and Community Development to assist the residents of Baltimore in overcoming hardships caused by our national energy situation and to provide education on energy conservation. The ECEO offers traveling group presentations; distributes a monthly "Tips for Energy Savers" column to 80 subscriber publications; exhibits

a display module at local fairs and festivals; operates a telephone information and referral service; and appears on television and radio "talk shows"; and caters to a variety of special, individual, community, and government requests. The fact that the ECEO was created as a temporary, CETA funded program has made it difficult to maintain staff and project continuity. In addition, budget constraints have necessitated focusing in on no or low cost projects which have nonetheless proven in large measure effective. A final obstacle has been a lack of motivation on the part of consumers, a situation which is likely to change as prices climb.

Aerial Infrared Survey - Last winter, approval to use State grant funds was given to the Baltimore City Energy Office to finance an airborne thermographic survey of the entire City. The City's interest in this technique is twofold. Thermograms from the project will be used to assess actual city building heat losses and in planning corrective action for those structures exhibiting the greatest losses. Secondly, this technology will be used by specially trained personnel in the Energy Conservation Education Office (ECEO) and other agencies to help City residents locate "energy leaks" in their homes. These specialists will also distribute free literature and counsel interested homeowners on various conservation topics including insulation, caulking, weatherstripping, hot water usage, and furnace maintenance.

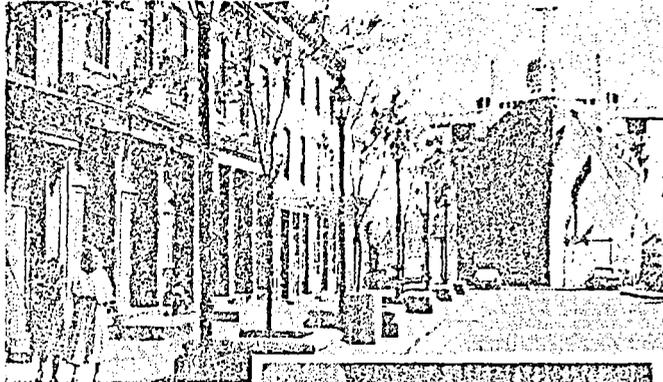
Employee Incentive Awards Program - The City of Baltimore, through the Conservation Program Office, offers cash awards to its employees for suggestions to conserve energy or otherwise reduce operating costs for the City. Since the program began in 1975, a total of \$7,870 has been awarded and \$135,000 in first year or one time savings has been achieved.

BALTIMORE'S COMEBACK

Five years ago, Bill and Donnie Ariano bought a three-story row house in Baltimore's blighted Fells Point section for \$3,000. Working week-nights and Saturdays, they rebuilt walls, fended off termites and hauled away 23 tons of rubble. "For years, we dusted with a shovel," says Bill. "It was a real event the first time we could use a vacuum." Today, their narrow stone town house is a neighborhood showplace and other families are hammering away at nineteenth-century eyesores down the street.

The Arianos are urban homesteaders, one of hundreds of energetic young couples recycling dilapidated row houses and turning Baltimore into a model of urban rehabilitation. Known mainly for its garbage strikes and ghetto riots ten years ago, Baltimore now has twice as many homesteading projects as any other city, leads the nation in public housing and was cited as the best example of urban renewal in America by the International Association of Planners. Many classic problems remain—high unemployment, poverty and middle-class flight—but Baltimore, a city of 830,000, is clearly on the way back from urban despair.

Block by Block: The key to it all is neighborhoods. Instead of adopting a Utopian master plan for the city, Baltimore set about rescuing its old ethnic sections, house by house, block by block. Substituting fix-it-up renewal for tear-it-down removal, the city acquired thousands of vacant row houses and is gradually converting them back to single-family ownership. "The nostalgia of the 1970s helped because a return to your roots seems very important today," says former housing commissioner Robert Embry, who is now an assistant secretary at HUD. "All cities should try to focus on their neighborhoods and ethnic origins if they can."



Renewal on the waterfront, Mayor Schaefer. A citywide return to ethnic roots

The city itself has renovated 2,800 houses, renting half of them to lower-income families and selling the rest for about \$15,000 each. In addition, about 500 abandoned houses have been sold to homesteaders unrepaired at nominal prices ranging from \$1 to \$4,000. Low-interest city loans—totaling \$30 million so far—help defray the cost of rehabilitation, which can run as high as \$50,000 and take years of thumb-banging work.

The effort has paid off even on some of the city's most blighted blocks. "Everyone in the black community knew where Stirling Street was and no one wanted to live here," says Carserlo Doyle, who restored his \$1 home there for \$30,000. "We could see the potential," adds his wife, Irma. Nearly scheduled for demolition nine years ago, Stirling Street shines now, with all 25 \$1 houses restored. "We've been offered a lot of money for them," boasts the Doyles' neighbor John Clifford, "but no one has sold."



Baltimore Mayor William Schaefer, 57, who still lives with his mother in the West Baltimore neighborhood where he grew up, spends his weekends looking for houses to restore, fields questions on a weekly radio show and sends Christmas cards to the homesteaders every year. "People must see that the government cares about little things," he says. "It's just as important to fix the streets and pick up the trash as it is to build office buildings downtown."

Actually, the city's renaissance started downtown when local businessmen proposed

a renewal plan twenty years ago. Today, the skyline boasts office towers by Mies van der Rohe, Edward Durell Stone and I. M. Pei, and a 29-acre recreational park has replaced the abandoned warehouses around the downtown Inner Harbor. Still in the works are a convention center, a luxury hotel, a \$17 million aquarium, a subway system and a waterfront shopping plaza similar to Boston's highly successful Quincy Market. "The downtown is well on its way to recovery," says James Rouse, who created the new town development in Columbia, Md. "I predict that in three years, Baltimore will have the most sparkling downtown of any city in America."

Lure: A new residential neighborhood, Coldspring, is under construction ten minutes from downtown. Financed by Federal and city funds, the 376-acre "city within a city" will eventually house 3,780 families in modern town houses and will include a shopping center and three new schools. Conceived as a means of luring middle-class families back to Baltimore, it was designed by architect Moshe Safdie, who built the much acclaimed Habitat at Montreal's Expo '67. Most of the apartments sell for \$34,000 to \$60,000. But 20 per cent will be rented to moderate-income families at subsidized rates.

Critics, however, complain that the renewal efforts benefit the middle class without doing much for the city's poor. "This classic trickle-down theory," says Baltimore Congressman Parren Mitchell, "really means that it will be years before the poor have a chance for a better life." And if real-estate prices continue to soar, the poor may simply be displaced from their old neighborhoods. But Mayor Schaefer contends that what Baltimore needs most right now is more higher-income residents. "You've got to keep a balance," he says, "so that middle- and upper-income people can help support the lower-income people." At that, Baltimore has made an appealing start.

—MELINDA BECK with JANE WHITMORE in Baltimore

COMBINED YEAR-END ISSUE

U.S. NEWS & WORLD REPORT

Special Section

Where Things Are Going Right in America

Vacant Slums Spell Opportunity in Baltimore

Elbow grease, pioneer spirit are turning a blighted area into a vibrant neighborhood.

BALTIMORE

The dream home of urban pioneers Henry and Terry Fostel was a two-story slum house with no staircase, no kitchen floor, holes in the roof and rats in the walls.

For \$1, the city of Baltimore sold it to them and then financed \$35,000 of rehabilitation work at 7 percent interest because they could not get private financing. Every house for blocks around in the Otterbein section of this city was empty and rotting.

Now, two years later, the Fostels are proud owners of an attractive solar-heated townhouse. Fifteen of the houses on their block are occupied, and the neighborhood, only two blocks from the harbor and in walking distance of downtown, is on its way to becoming a fashionable address.

What's happening in Otterbein is occurring in varying degrees throughout Baltimore because of a succession of strong mayors and housing commissioners and innovations that include the \$1 homesteading program that is restoring 1,500 abandoned houses.

New optimism. Baltimore is a place of hardshell crabs and hardfisted workmen, of blue shirts and brogans, of row houses squeezed block after treeless block. Long viewed as a dead end of the road to urban decay, this city now looks to the future with confidence. Here is proof that there is hope for older American cities.

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Baltimore Federal has invested 3 million dollars in residential rehabilitation and 1 million in commercial loans. More than 30 businesses have opened in the area since the summer of 1977, and 25 more are starting up, including eight restaurants and two new bank branches. More than 200 storefronts have been renovated. Where houses cost only \$5,000 a few years ago, the going price now is \$70,000.

Nurturing this trend in other neighborhoods, Baltimore has begun yet another innovation—"shopsteading." Through this program, the city sells derelict stores for \$100 and helps new businesses with low-interest financing.

To draw people into town, the city also has gone into the theater business. It is underwriting the losses of the Morris Mechanic Theater, currently run-

ning close to \$300,000 yearly. The theater is the heart of the Charles Center, a 150-million-dollar downtown hotel and shopping complex.

The city also is building the first 8-mile leg of a subway system and—in the inner harbor, once the repository of sunken ships and rotting piers—a 45-million-dollar convention center and aquarium. The harbor also will be the site of four new office buildings and a 500-room Hyatt hotel.

The success of downtown revitalization is proven by the 50 million dollars added annually to Baltimore's tax base for the past three years.

Critics contend that the focus on construction has meant neglect of the poor in the city with the nation's highest jobless rate for black youths.

of Housing and Community Development. Brodie explains that refurbishing vacant houses usually inspires neighborhood merchants and owners of nearby dwellings to fix up their own properties. In turn, this is showing private lenders that downtown Baltimore once again is a viable investment.

One of the more aggressive lenders currently is Baltimore Federal Savings and Loan. Several years ago, this institution gambled on a 21-year-old college graduate, William Streuver, whose sole assets were two partners younger than himself, a battered pickup truck and an idea that the down-at-the-heels Federal Hill section could become a thriving neighborhood.

Streuver has renovated some 70 houses for buyers and sold another 50. He is doing 1 million dollars' worth of business yearly in Federal Hill, where



Repaving of streets and other civic improvements enhance the old neighborhood that is being rebuilt in an area of Baltimore that once was an eyesore.

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Mayor William Donald Schaefer counters that attracting the middle class back to urban living is vital to the city budget. At the same time, he notes that 50,000 units of public housing have been built and that of the city's 1.2-billion-dollar annual budget, 850 million is spent on human resources.

"It's the little things that have made the big difference here," Schaefer contends. "We make sure the streetlights are on, that garbage is picked up. You have to convince the people who are paying the bills that they are getting something, too."

"When I came to office, the people of Baltimore had an inferiority complex. Now they have pride in the city. The biggest change here is spiritual." □

DOMESTIC Q & A

MAFIA/COSA NOSTRA

Q: What steps have you taken to eliminate the terms "Mafia" and "Cosa Nostra" by government agencies and the media?

A: Since the beginning of my Administration, it has been the clear policy of the Justice Department to not permit the use of the terms "Mafia" and "Cosa Nostra."

Those pejorative terms do a great disservice to Italian-Americans, who are among our nation's most law-abiding citizens. I recognize your distress at the type of prejudice against Italian-Americans reflected in those terms. As a Southerner, I have felt the same type of prejudice for much of my life, and it is abhorrent to me.

For that reason, you can be sure my Administration will take whatever action is needed to keep government agencies---beyond just the Justice Department---from using those terms. By our action, we can lead by example State and local governments and the media. While the federal government cannot control their use of words, our position can be of great influence. I think the diminished public use of those terms in recent years---though there is still much room for improvement---reflects my Administration's efforts to avoid the use of such pejorative terms.

MARIO NOTO

(Note: Mario Noto, Deputy INS Commissioner and a prominent Italian-American, is now under investigation for his expense reimbursement practices. That was leaked last week. Noto has publicly disputed that he is under investigation. The investigation may take some time. During that period, Castillo may resign, making Noto the Acting Commissioner unless a different designation were made by the Attorney General. Judge Bell has decided to let Noto assume the Acting position should Castillo depart, which may be less likely over the next several weeks than it once was.)

Q: Is Mario Noto under investigation? Will you appoint him to the Chairmanship of INS if Castillo leaves?

A: Mario Noto has served well as INS Deputy Commissioner. He has helped us make significant management improvements at INS.

I expect and hope that he will continue to serve in that vital position as long as he wants.

I have no reason to believe Lionel Castillo is leaving INS in the immediate future, so it would be premature for me to speculate on a possible successor.

CASAMENTO -- MEDAL OF HONOR

Q: Why have you refused to give Anthony Casamento the Medal of Honor?

(Background: Anthony Casamento has been seeking the Medal of Honor ever since 1963, when eyewitnesses were found to his actions on Guadalcanal on November 1, 1942. He has recently been strongly supported by the Sons of Italy, the Italian-American community, and about 80 Members of Congress. Because of that support, the Congress passed legislation last year directing that he be awarded an appropriate medal for his actions.

The Navy, which has always opposed awarding him the Medal of Honor (though a medals review board in 1966 did in fact recommend the Medal) offered the Navy Cross, which Casamento refused to accept. He has requested that you personally review the case, for he and his supporters have come to distrust the Navy's process. They believe the Navy has misled them and is unwilling to admit its earlier misjudgments. The Navy, in turn, believes his acts only warrant the Navy Cross and fears, should the award be granted, a flood of Vietnam era requests for the Medal.

The Navy is now reviewing the matter -- though not formally at this stage. It is too early to know whether a reversal of its recommendation will occur.)

A: Throughout our history, we have been blessed with the heroic acts of Italian-Americans -- Peter Rodino in the Congress, John Sirica in the courts, Mother Cabrini in social work and William Paca, the third Governor of Maryland and a signer of the Declaration of Independence.

There can be no doubt that Anthony Casamento was a hero at Guadalcanal. I took pleasure in signing a bill that recognized his heroism and authorized an appropriate award.

hoods and their community organizations. Frank Carlucci
is Deputy Director of the CIA. He has made enormous
improvements in the operation of that agency.

In sum, our record is sound, especially when compared
to previous Administrations. But we can do better,
and we will.

ITALIAN-AMERICANS---WHITE HOUSE STAFF

Q: Do you have any plans to name an Italian-American to your White House staff?

A: We will be making changes in the White House staff. I think that the changes will strengthen and diversify the staff. I believe you will be pleased with the changes. It would be premature for me to indicate whether those joining the staff will be Italian-Americans.

(Note: There is no Italian-American at a senior or deputy level. Ann Wexler's liaison to Italian-Americans is Vicki Mongiardo, a protege of Geno Baroni. The staff recommendation to you on ethnic adviser may be an individual who is Italian-American.)

ITALIAN-AMERICANS AT CAMP DAVID

Q: Why were so few Italian-Americans invited to your Camp David Summit?

A: The domestic summit concentrated on the problems we face in energy and the economy. We invited individuals with particular expertise in those problems. We did not invite, because it was not appropriate for the types of meetings being held, individuals who would serve as representatives of certain important groups in our society---such as Polish-Americans, Italian-Americans, Irish-Americans, Hispanics or blacks.

For their expertise in the types of problems we were discussing, we did invite a number of prominent Italian-Americans. Among those invited, for instance, were Governor Grasso of Connecticut and Nick Carbone, President of the Hartford City Council.

AMBASSADOR TO VATICAN

Q: Why have you opposed appointing an Ambassador to the Vatican?

A: Our nation has never had an Ambassador to the Vatican. We have had, from time to time, a Presidential representative serve in a similar capacity.

In my Administration, I have appointed a personal representative, given him Ambassadorial rank, and made him representative to the Holy See (as opposed to just the Pope or just the Vatican). This is the first time any Presidential representative has been given that mandate. In addition, as you know, my representative, Robert Wagner, is Catholic. I thought that was important, even though traditionally Presidential representatives have not been Catholic.

In sum, I have taken my responsibility to be represented to the Pope and the Vatican very seriously and have appointed a prominent, distinguished American to the position.

Judges

Q: Why have you appointed no Italian-Americans to Federal judgeships?

A: The Italian-American contribution to our legal and judicial system has been enormous, though as you know it has not been as widely recognized as it should be. I think that is changing, and I am doing what I can to bring about that change.

I have appointed Ben Civiletti to be Attorney General. He will be only the second Italian-American to hold that position.

I have appointed Edward Re to be Chief Judge of the U. S. Customs Court.

I have appointed two Italian-Americans to Federal district judgeships (one in Massachusetts - David Mazzone - and one in Florida - William Castagna).

This is a good record, but we can do better. I hope we can in the remaining appointments I will be making.

(Note: There are only two Italian-American Federal judges at the Circuit level, both appointed before your term.)

BALTIMORE ORIOLES

Q: The biggest issue in Baltimore, the home of many of the Sons of Italy attending this Convention, is whether the Orioles will stay in this town. What can you do to help keep the Orioles here?

A: Fortunately, one of the few responsibilities not given to me by the Constitution is deciding where baseball teams should play.

I do recognize the great concern of many Baltimoreans and Marylanders over the home of your great baseball team. But that is not a matter over which I can have any control. I see no reason at present for the new owner, Ed Williams, to want to move the team.

If he does have such a desire, and the team continues to play better than anyone else in the major leagues, I think the only appropriate city for a change would be Atlanta.

LAW ENFORCEMENT

Q: Many of the members of the Sons of Italy have law enforcement backgrounds and are concerned about strong law enforcement. What has your Administration done to ensure that we have a sound law enforcement program?

A: Since the start of my Administration, we have taken a number of actions to strengthen law enforcement at the Federal level, to enable the Federal government to help state and local law enforcement agencies, to concentrate our resources on the critical problems, and to bring the best available people into law enforcement. Among the steps we have taken are:

- (1) Focused the Federal government's law enforcement activities on four areas---white collar crime, organized crime, drug abuse and trafficking and public corruption. In each of those areas, we have made real progress. We have had substantially more convictions. We have new, tougher statutes on the books (such as the Foreign Corrupt Practices Act). We have seized more drug contraband over the past 2 1/2 years than was ever seized before. We have had a major deterrent effect in these areas.
- (2) Reorganized LEAA. We have made internal reorganizations in a bureaucracy that was

poorly managed. We have also proposed a complete overhaul to Congress, which we expect will greatly improve our ability to assist State and local governments.

- (3) Appointed Judge Webster to the Directorship of the FBI. He has restored that agency to its former high standing and has greatly improved the morale of its agents.
- (4) Proposed FBI Charter. This will define clearly in the law, for the first time, the duties and authorities of the FBI and should aid in the FBI's ability to function effectively.
- (5) Appointed Ben Civiletti, a former assistant U.S. Attorney and Assistant Attorney General in the Criminal Division, to be Attorney General. Ben has a strong law enforcement background and should help continue the strong record already achieved in this area.

FAMILY

Q: What actions have you taken to strengthen the American family?

A: During my campaign, I became very concerned about the changing nature of the American family---about the enormous pressures our families face as a result of social and technological changes that have occurred in this country. Because of my concern, I promised to hold a White House Conference on the Family.

I am honoring that commitment. We will hold a White House Conference on the Family to see how we can strengthen the family and help remove or reduce some of the pressures now on it. Before the Conference is held, we will have regional conferences around the country to make certain that we obtain a diverse cross-section of views.

Beyond the Conference, we have taken a number of actions to help strengthen the family:

- o National Health Plan, with universal coverage for pregnant mothers and infants;
- o Welfare Reform, with an emphasis on changing existing laws to encourage families to stay together rather than separate;
- o Food Stamp Reform, including the elimination of the purchase agreement.

CHRYSLER

Q: What plans do you have to assist Chrysler with its financial problems? Would you let the company go bankrupt and threaten the unemployment of many of our members?

A: My Administration is concerned about the financial problems that Chrysler, the nation's 10th largest company, is now experiencing. As you may know, Chrysler has just announced a \$260 million loss for the first six months of 1979; its projected loss for the full year is much higher (in the \$600-\$800 million range).

The Treasury Department has monitored Chrysler's financial situation for the past several months, and is very aware of its possible impact on the overall economy and on the employees of Chrysler and its suppliers. Treasury is now undertaking a comprehensive study of Chrysler's records and operations.

When Treasury's final analysis is completed, the results will be considered by others in the Administration, who will then be in a position to expeditiously and knowledgably address Chrysler's proposals for assistance and make a recommendation to me.

Until then, it would be premature for me to indicate what action the Administration might take. At this point, I can simply assure you that we are concerned and are working intensively on the problem.

ECONOMIC FORECAST

Q: How do you reconcile your official economic projections with the recently leaked staff projections? Which represents what is most likely to happen to the economy?

A: Several weeks ago the Administration released, as part of the mid-course review of the budget, an updated economic projection. That projection was approved by me and all of the senior economic advisors.

The official Administration projections, which are not nearly as favorable as I would like, do represent our best estimate about the future course of the economy. The recent staff projections were never reviewed by the EPG as a group or any of its members before it was leaked. I certainly never reviewed or approved the projection.

Economic projections are at best an uncertain indicator. What we should focus our attention and efforts on is not the two sets of projections but rather how we can best work together to slow inflation. That is our single greatest economic problem.

It was clear from the projection made officially by the Administration that we will have inflation with us at a very high rate for some time (projected at 10.6% for 1979---staff 11% and 8.3% for 1980---staff 9%).

It was also clear that the economy will be slowing down (projected growth for 1979 is .-5---staff is -1.4).

We will be monitoring the economy closely to determine whether it follows our projections and how best to respond to the economic problems raised by the projections. I am committed to a policy of economic restraint, for that is the best long-term solution to our economic problems, and I do not plan to change that policy prematurely.

(Note: This response represents the approach recommended by the EPG)

ENERGY

Q: What can we do to help with your energy program?

A: During August, Congress will not be in session, but a great deal will be occurring to affect what Congress does on my energy program when it returns after Labor Day. For the Members of Congress will be listening to their constituents and will be bringing back to Washington what they hear.

Shortly before Congress left, it became clear that many Members no longer felt under pressure to move quickly to reduce our dependence on foreign oil, to put sound energy programs in place, or to impose a needed tax on the oil companies. For many Members, as the gasoline lines receded, so did their immediate concern about our nation's energy problem. During the recess---as well as afterward---you can have a major impact by letting your Representatives and Senators know that you support:

- o a tough, permanent tax on the windfall profits of the oil companies;
- o an Energy Mobilization Board with broad authority to reduce the bureaucratic redtape involved in building needed energy facilities;
- o an Energy Security Corporation with the financial resources and the mandate needed

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to produce 2.5 million barrels of synthetic fuel a day by 1990; and

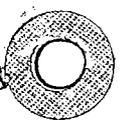
- o a standby gasoline rationing bill that provides flexibility without required special interest loopholes and exemptions.

You could help me, and the country, by writing to your elected representatives in Washington or visiting them, during this recess and beyond, and making your concerns known on each of these four points.

You could also help by conserving energy yourself and encouraging others to follow. Important actions you could take include:

- o setting your thermostat at 78° in the summer and 65° in the winter;
- o checking the weatherization of your home and making changes that might be needed to improve insulation;
- o adhering to the 55 mph limit and avoiding unnecessary trips;
- o joining a van or car pool for transportation to work or school; and
- o writing to DoE or the White House for a pamphlet describing further energy saving actions you can take.

EVENTS



AMTRAK

Background

The Amtrak system was established in 1971 to provide a national rail passenger transportation network. The system was set up as a semi-independent corporation with a Presidentially-appointed board to oversee it. The current President of Amtrak is Alan Boyd, whom you appointed last year.

Although the corporation was intended to be profit-making, it is now obvious that this is not possible in the near-term. From 1971-1979, the federal subsidy has totaled \$4.2 billion.

In addition to the direct Amtrak subsidy, the federal government is funding the Northeast Corridor Improvement Project. The goal of this project is to improve the trackbed between Washington and Boston to allow passenger trains to make the trip within 2 hours and 40 minutes (Washington-New York) and 3 hours and 40 minutes (New York-Boston). This year we have proposed to add \$654 million in new authorizations for this project, bringing the total to \$2.5 billion.

Situation in Congress

Our route restructuring proposal to cut long distance Amtrak trains was accepted by the Congress. However, in the authorization bill both the House and the Senate effectively added back about half of the trains that were scheduled to be cut. As a result the new 22,000 miles rather than the 17,000 mile system we had proposed. We supported this compromise in light of recent increases in ridership.

The bill, which now goes to conference to iron out minor differences, contains:

- o Authorizations to cover capital and operating costs of \$882 million in 1980, \$941 million in 1981, and \$959 million in 1982.

- o A formula for determining which trains to keep depending on whether their loss is greater than 9¢ per passenger mile, and whether the ridership was higher than 80 passenger miles per train mile. In addition the legislation provides for "regional balance" in train service, effectively keeping several trains that might have been cut by strict application of the formulas.

The fiscal 1980 budget, as modified by Congress, provides appropriations of \$762 million for Amtrak and \$481 million for Northeast Corridor Improvements.

Suggested Question Response

If you are asked to explain your stand on Amtrak you should note:

- o Our proposals will improve Amtrak by focussing service on the most heavily traveled corridors. In addition to the \$654 million in new spending for the Northeast Corridor, our route restructuring proposal provides \$1 billion over the next five years for other Amtrak capital spending.

- o Restructuring Amtrak is consistent with our energy goals. The CBO, for example, found that Amtrak was not an energy saver except in the most densely traveled corridor in the Northeast. Our studies indicated that the energy efficiency of the trains we proposed to cut was no better than that of the average 3 passenger automobile. By concentrating service on the densely traveled routes we will improve the energy efficiency of the system.

REHABILITATED HOUSING PROGRAM

The Housing Authority of Baltimore has equipped five houses in the Rehabilitated Housing Program with solar energy systems to provide space heating and domestic hot water. According to the month of the year and demand, the solar systems carry from 28 to almost 100% of this load. The difference is made up as required by an energy efficient heat pump.

When rebuilt, these houses were provided with extra insulation as well as storm windows and insulated doors. The funds for the solar facilities--- \$49,890.00 -- were obtained in 1978 from a HUD, Cycle 4 grant. The design is a Westinghouse liquid drain down system with solar collectors and fiberglass water tank for heat storage.

-Mrs. Genitha Rhyne----- 2251 E. Biddle Street

- 30 yrs. old
- employment: office clerk
Department of Social Services
since December of 1977
- Annual income:
 - \$8378.00 wages
 - 1704.00 OASI - for minor children
 - 10,082.00 gross income
- Net income: 7,938.00
- rental rate \$165/monthly

Mrs. Rhyne moved to this home on March 21 of this year. She has two children living with her: Leshman Hoakes, age 10; and Clarice Hoakes, age 8. She is presently separated from Alvin Rhyne since June of 1974. She receives no support from him.

MEETING ----- THE BALTIMORE SCHOOLHOUSE APARTMENTS.

The President will meet for approximately 15 minutes with city officials, weatherization officials, contractors, and neighborhood residents at School #37.

The Baltimore School House Apartments Project involves the substantial renovation of six vacant school buildings located on scattered sites in the inner city. The schools

are 19th century structures constructed of brick and heavy timber. Eash is located in a distinct neighborhood where there are already signs of other public and private renovations. It is the intention of the developers and the City that the renovation of each of the schools serve as an example and catalyst to the revitalization of the surrounding neighborhoods. Each building will be renovated into 25 to 40 unites of family oriented housing for a total of 132 units. Many will have double-story living rooms and balcony bedrooms. Wherever practical, the wood beams, metal ceilings and oak floors will be retained. The project will have a Section 8 rent subsidy, a program in which federal funds supplement rental costs exceeding one-fourth of the tenant's income.

Order of the Sons of Italy Supreme National Convention

The Order of the Sons of Italy is one of the oldest and largest American Italian organizations with a membership of approximately 50,000, located in 22 states. It is primarily a fraternal benefit society, non-political in character.

Each state organization operates separately with its own board of directors, and holds its state convention annually. Every two years, the representatives of the state organizations meet in Supreme Convention in a different city, when they elect their top officials.

This year, their 36th Biennial Supreme Convention will be held in the Baltimore Hilton, August 5 to 12. Their chief executive, called the Supreme Venerable, is Judge Frank J. Montemuro, Jr., who is an administrative judge for the Family Court of Philadelphia. He is seeking re-election and leans Republican.

About 250 delegates will attend the various sessions of the convention. The President will attend the official opening meeting, at which 400 to 500 people are expected. There will be 10-15 minute remarks followed by a Q & A session.

This convention marks the opening of the new, multi-million dollar Convention Center in Baltimore, and will host Italian-American delegates, representatives from foreign countries, Italian-American elected officials and members of the Italian Embassy in this country.