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THE WHITE HOUSE

WASHINGTON

June 27, 1978

MEMORANDUM TO PRESIDENT CARTER

FROM: ANNE WEXLER

SUBJECT: Acceptance of the Final Report of the Task Force on Women Business Owners
JUNE 28, 1978, 11:45-11:55 a.m., ROSE GARDEN
(Rain Alternate - CABINET ROOM)

I. PURPOSE

To accept the final report of the Task Force on Women Business Owners, established by Presidential Memorandum in August 1977.

II. PARTICIPANTS

Members of the Interagency Task Force:

DALE CHURCH
Deputy Under Secretary
Department of Defense

PATRICIA CLOHERTY
Deputy Administrator
Small Business Administration

PATRICIA M. HARVEY
Deputy Assistant Secretary
Department of the Treasury

ALEXIS HERMAN
Director, Womens Bureau
Department of Labor

ISABELE HYDE
Executive Assistant to the Secretary
of Commerce

ARABELLA MARTINEZ
Assistant Secretary, HEW

MARGERY WAXMAN SMITH
Executive Director
Federal Trade Commission

CHARLOTTE A. TAYLOR
Executive Director
Task Force on Women Business Owners

ANNE WEXLER
Former Chairperson
Task Force on Women Business Owners

EX-OFFICIO

BETH ABRAMOWITZ ✓

JANE FRANK ✓

STEVE SELIG ✓

MEMBERS OF CONGRESS

JOSEPH P. ADDABBO
New York, Seventh District
Chair, House Subcommittee on
Minority Enterprise & General Oversight

## III. BACKGROUND

The eight agency Task Force began its work in November 1977. In keeping with its mandate, the Task Force focused specifically on the problems of the woman entrepreneur, with particular emphasis on the difficulties encountered by small women-owned businesses.

Your memorandum asked the Task Force to identify existing data on women entrepreneurs and assess its adequacy, to identify the practices or conditions which discourage entrepreneurship by women, to assess current Federal programs that could mitigate these conditions, and to recommend Federal action to correct these inequities.

The Task Force did find evidence of obstacles to women who want to enter the entrepreneurial ranks. Recommendations for your consideration to alleviate these barriers are contained in the final report.

IV. PRESS

Full Press Coverage

V. TALKING POINTS

From speechwriter

# The Bottom Line: Equal Enterprise in America

Report of the President's Interagency Task Force on Women Business Owners

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Met personally
& Carp Fisher

June 28, 1978

President Jimmy Carter
Vice President Walter F. Mondale
The White House
Washington, D.C. 20500

Dear Mr. President
and Mr. Vice President:

We are writing with respect to the I-66 highway extension now under construction in Northern Virginia inside the Beltway.

We are writing in our capacity as 17 public officials representing Arlington County, the District of Columbia, and other Northern Virginia jurisdictions; as leaders of 69 citizen groups from Arlington County and the District; and as representatives of 58 concerned public interest groups in the Washington area and nationally.

We believe that after a careful review, you will conclude as we have that:

- The I-66 highway is a prime example of a federally funded project which conflicts in a major way with your national urban, energy, environmental, and economic policies.

- Contrary to stated Administration policy, the I-66 extension will further encourage suburban sprawl and discourage energy-efficient and environmentally-sound settlement and land use patterns in the Washington metropolitan area, as well as compete with and work to the long-term detriment of the Metro public transit system.

- Furthermore, I-66 will contribute to the long-term deterioration of air quality in the Washington area, and especially in local neighborhoods of the District of Columbia and Arlington County; generate additional auto congestion in the streets of D.C. and Arlington; and stimulate renewed pressures for construction of the Three Sisters Bridge and other highway segments long since rejected by D.C. and Arlington.

- To date, your Administration has not conducted a full and complete review of I-66, even in light of such obvious conflicts with national policy.

- Former Secretary of Transportation William T. Coleman had strong reservations about the I-66 extension, and his own decision document approving I-66 made clear that only the benefits of completing Metro could offset the net adverse impacts of I-66.

- Current Secretary of Transportation Brock Adams has conceded, in a press conference following his reaffirmation of Coleman's decision, that I-66 "was the price exacted by [former] Virginia Governor Mills Godwin for the completion of the Metro subway in Virginia." Adams also indicated that, if it had been his decision to make "from the beginning, I might have decided it differently."

- With respect to the alleged benefits of I-66, Coleman himself found the benefits to be marginal at best:

  - Effects on travel time and congestion: "Construction of I-66 could be expected to influence land use decisions [so as] to result in more and longer automobile trips. The effect of this 'induced' traffic would be to reduce or eliminate--particularly in the longer run--the travel time and congestion benefits that would otherwise occur."

  - Effects on Metro ridership: "I-66 as proposed with peak hour restrictions would probably compete with Metro for riders and to a greater degree than estimated..., which represents a disadvantage of constructing I-66."

  - Effects on Metro funding: "I do not view any of these [financial] benefits to be compelling reasons for approving I-66, in that it appears feasible to transfer the I-66 right-of-way to Metro in the absence of approval, and the financial support, while considerable, is not a major proportion relative to Metro financial needs."

  - Effects on Dulles airport: "It is unlikely that [I-66] would result in any significant shift in the preference of air travelers from National to Dulles."

- As to the costs of I-66, in Coleman's own words, "I must conclude that construction of I-66 [even with measures to minimize its effects] would still have adverse social and environmental impacts, which must be counted as a consideration weighing against approval of I-66." Among the adverse impacts cited by Coleman are:

  - increased air, water, and noise pollution
  - community and neighborhood disruption
  - inefficient energy and land use, particularly over the longer run
  - taking and pollution of parkland and watershed.

- Of paramount concern is the impact on environmental health. The Federal Aid Highway Act of 1970, and transportation control plans promulgated thereunder, requires that all Federal Aid highway projects constructed in urban areas help implement the air quality standards established under the Clean Air Act of 1970. It is clear that I-66 would not only not promote attainment of the standards but would actually inhibit their attainment. Why? Because, as Secretary Coleman's own analysis concluded, I-66 would generate more not less automobile use.

- Increased auto exhaust from I-66 would add to Washington metropolitan area air pollution. Current pollution levels already exceed EPA ambient air quality standards and resulted in the 47 air pollution alert days recorded in 1977.

- As mandated by the Clear Air Act, EPA has directed Northern Virginia to substantially reduce the level of air pollutants by 1982. According to the Virginia Air Pollution Control Board, this will necessitate a large reduction in auto use. Once again, I-66 is contrary to the Clean Air Act because the highway would generate more not less automobile use.

- And recent evidence available in the last year documents the potentially serious health hazards to people living, working, playing, or going to school in or near highway corridors such as I-66.

    - Particularly alarming is the high risk of (a) lead-induced brain damage in children and (b) increased incidence of cancer due to carcinogenic components of automobile exhaust.

    - In Arlington County alone, six schools and several thousand students would be in the I-66 corridor, as well as over one-fifth of the County's park and recreation areas and about one-fifth of the County's residential neighborhoods.

    - Recent tests of school children in the District of Columbia have indicated elevated blood-lead levels in excess of health standards. I-66 would seriously aggravate this already dangerous situation and work directly counter to the D.C. government's efforts to control auto use and pollution.

- Despite the net adverse impacts of I-66, neither Secretary Coleman nor Secretary Adams gave serious consideration to the U.S. Department of the Interior's proposal to build the Metro 'K' line first and delay construction of I-66 for five years to allow study of the need for the highway with Metro in place. Likewise, serious consideration was not given to proposals for the use of light rail or other rapid transit in the I-66 corridor to complement and feed into Metro.

- In sum, our careful review of the Coleman decision document --upon which Secretary Adams based his reaffirmation-- indicates that benefits of I-66 are marginal in the short-run and questionable to negligible in the long-run, but that costs are very certain and very substantial. Former Secretary Coleman has stated that "this decision has been a most difficult and troubling one." Clearly, Coleman's decision document provides compelling grounds for a fresh and thorough re-examination of I-66 by the Carter Administration.

Based on these conclusions, we respectfully but urgently request that you:

- Direct the White House staff to conduct a full and complete review of the I-66 extension within the broad context of your national urban, energy, environmental, and economic policies.

- Direct your Secretary of Transportation to halt all construction on I-66 pending completion of the review.

- Direct that serious consideration be given to the option proposed by the U.S. Department of the Interior for construction of Metro without I-66, pending a study of the need for I-66 with Metro in place.

- Direct that any other option to receive serious consideration must at a minimum be in compliance with the Clean Air Act and with national urban, energy, environmental, and economic policies.

We would appreciate the opportunity to discuss our concerns and recommendations in more detail with you and the Vice President and hope we will have the opportunity to work with your White House staff in the conduct of a comprehensive review which we feel is so urgently needed.

Sincerely yours,

[See following pages for signatures.]

SIGNATURES ARE LISTED IN THE FOLLOWING ORDER:

A. ARLINGTON COUNTY PUBLIC OFFICIALS

B. ARLINGTON COUNTY CITIZEN ORGANIZATIONS

C. DISTRICT OF COLUMBIA CITY COUNCIL UNANIMOUS RESOLUTION IN OPPOSITION TO I-66

D. DISTRICT OF COLUMBIA CITIZEN ORGANIZATIONS

E. NATIONAL CONTACT COALITION

F. OTHER NATIONAL CONSERVATION AND TRANSPORTATION GROUPS

G. OTHER CITIZEN RESPONSES AND LETTERS

A. ARLINGTON COUNTY PUBLIC OFFICIALS

Joseph L Fisher — US House of Representatives — 5/16/78
Name — Position — Organization — Date

Elsie L. Dunkel — Staff Senator, Arl. Fairfax, Falls Church — 6/1/78
Name — Position — Organization — Date

Edward M. Holland — Senator — State of Virginia — 5-17-78
Name — Position — Organization — Date

Mary A. Marshall — Delegate, General Assembly, May 17 1978
Name — Position — Organization — Date

Warren G. Stambaugh — Member Virginia House of Delegates — 5/17/78
Name — Position — Organization — Date

James F. Almand — Virginia House of Delegates — 5/26/78
Name — Position — Organization — Date

Elise B. Heinz — Member Va. House of Delegates (23d District) — 5/17/78
Name — Position — Organization — Date

Helen W. Purdy — Chairman, Arlington County Board
Name — Position — Organization — Date

Ellen M Bozman, Vice-Chairman
Arlington County Board May 21, 1978

Joseph S. Wholey
Arlington County Board

Ellen Pickering — Councilman — Alexandria — June 6 1978
Name — Position — Organization — Date

Joseph N. Pelton — Immediate Past Pres. Arlington Co. Civic Federation — May 17, 1978
Name — Position — Organization — Date

Warren Flagg | Chm., Arlington Co. Transportation Comm. | 5/17/78
Name | Position | Organization | Date

Jean W. Allen | Chmn. | Arlington Co. Planning Commission | 5/17/78
Name | Position | Organization | Date

Richard Barton | Arlington County School Board | May 17, 1978
Name | Position | Organization | Date

Judy Clive | Chairperson | Arlington Democratic Committee | May 17, 1978
Name | Position | Organization | Date

Marianne Skarydes | Vice-Chairman | Arlington County Democratic Committee | 6/27/78
Name | Position | Organization | Date

Lois Kelso Hunt | Acting Treasurer | Alexandria Democratic Committee | June 6 1978
Name | Position | Organization | Date

B. ARLINGTON COUNTY CITIZEN ORGANIZATIONS

John R Murray - President - Forest Glen Civic Assn 6/1/78

John O Colvin President Donaldson Run Civic Association May 9, 1976
Name Position Organization Date

Cherrydale
Eva Nunnery President Citizen's Assn. 5/17/78

Lee S. Hall PRESIDENT WESTOVER CIVIC ASSN MAY 11, 1978
Name Position Organization Date

Ronald L Brennan President Maywood-Woodlawn Civic Assn. 5/8/78
Name Position Organization Date

Sylvia L Courembis President, Maywood Comm. Assn. 5/21/78
Name Position Organization Date

Leonore E Beisby President North Highlands Citizens Assn. 5/18/78
Name Position Organization Date

John Reeder Vice-President for Colonial Village Association 6/26/78
Name Position Organization Date

FOR THE PARKWAY CIVIC ASS'N. Geo Urbanchek Jr.

John Hall President Fort Totten Civic 6/10/78
Name Position Organization Ass'n. Date

Clara Kalischer 6/7/78

Trustee of Laurel Hill Assn.
(Oldest Village improvement Assn. in U.S.)

| Name | Position | Organization | Date |
|---|---|---|---|
| Allen P. Hammett | President | Fairlington Citizens Association | 5/18/78 |
| Dean Harrett | Board Member | Fairlington Civic | 5/18/78 |
| Suzanne Lucas | Board Member | Fairlington C. Assoc. | 5-18-78 |
| Mildred C. Berg | Board Member | Fairlington Civ. Assoc. | 5-18-78 |
| Evelyn Burkart | Board Member | Fairlington Citizens | 5-18-78 |
| James R. Mallen | Secretary | Fairlington Civic Assoc. | 5/18/78 |
| Charlotte Friedman | Pres. | Columbia Heights Civic Assn. | 5/11/78 |
| James W. Morrison | President | Glencarlyn Citizens Assoc. | 6/5/78 |
| Norene Holcomb | Pres. | Colonial Terrace Community Asso | 5-26-78 |

| Name | Position | Organization | Date |
|---|---|---|---|
| Marion K. Aguiar | President | Contract | 6/20/78 |
| Marianne Karydes | Arlington County Coordinator | Contact | 6/27/78 |
| Ruth P. Rose | President | Arlington Historical Society | May 23, 1978 |
| Jim Bachtel | Secretary | The Arlington Coalition on Transportation | 6/27/78 |
| James McCaskill | President | Arlington County Civic Federation | 5/17/78 |
| Elizabeth Horvath | Pres. | Northern Virginia Conservation Council | 6/20/78 |
| Lindley William | Convenor | WACC Subcommittee on Transportation | 6 June 1978 |
| | | Signing for WACC-as-a-whole | |
| Helen R. Weigant | Chairman | Arlingtonians for a Better County | 6/4/78 |

C. DISTRICT OF COLUMBIA CITY COUNCIL UNANIMOUS RESOLUTION IN OPPOSITION TO I-66

COUNCIL OF THE DISTRICT OF COLUMBIA

WASHINGTON, D. C. 20004

## RECORD OF OFFICIAL ACTION

Reference: (ER 2-228) RESOLUTION 2-303

Date of Consideration: 4-18-78

Motion Presented: TO ADOPT By: MEMBER SHACKLETON

Amendment: No. ____ /__/ attached; /__/ record copy unavailable when presented;
/__/ not in written form ____ (Remarks)

/X/ ROLL CALL VOTE -- Result: ____ (__/__/__/__)

RECORD OF COUNCIL VOTE

| COUNCIL MEMBER | AYE | NAY | N.V. | A.B. | COUNCIL MEMBER | AYE | NAY | N.V. | A.B. | COUNCIL MEMBER | AYE | NAY | N.V. | A.B. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUCKER | | | | | MASON | | | | | SPAULDING | | | | |
| HARDY | | | | | MOORE, D. | | | | | WILSON | | | | |
| BARRY | | | | | MOORE, J. | | | | | WINTER | | | | |
| CLARKE | | | | | ROLARK | | | | | | | | | |
| DIXON | | | | | SHACKLETON | | | | | | | | | |

X—Indicates Vote A. B.—Absent N. V.—Not Voting

/X/ VOICE VOTE -- Result: ADOPTED UNANIMOUSLY

Absent: BARRY, J. MOORE, ROLARK

Recorded vote: ____
(on request)

CERTIFICATION OF RECORD

Patricia E. Mencer
Secretary to the Council

4-25-78
Date

Enrolled Original

A RESOLUTION

2-303

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

April 18, 1978

To express, by resolution, the sense of the Council of the District of Columbia that the President of the United States should order an immediate and permanent halt to construction of Highway I-66 inside the Beltway.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "Stop Highway I-66 Expansion Resolution of 1978".

Sec. 2. The Council of the District of Columbia finds that:

(a) The Council of the District of Columbia has consistently opposed the construction of Highway I-66 inside the Beltway as unnecessary and destructive of long range community goals.

(b) Completion of Highway I-66 would foster increased dependence on the automobile, worsen the already intolerable air pollution in the District of Columbia, exacerbate traffic and parking problems, promote inefficient use of energy, compete with and financially injure Metro thereby placing additional burdens on the transit rider, the taxpayer, the low-income and the elderly, and threaten established neighborhoods in the zone of immediate impact within the District of Columbia.

(c) Highway I-66 gained approval of former Secretary of Transportation William T. Coleman, against the unanimous opposition of this Council, the elected representatives of the citizens of the District of Columbia, not on the basis of need, but for the sole reason that the former Governor of Virginia might have withheld or withdrawn funds otherwise available to Metro construction.

(d) By approving federal funding for Highway I-66, the former Secretary of Transportation not only discounted the opposition of the people of the District of Columbia, but placed upon them the burden of developing and enforcing, largely at our own expense, a "traffic management plan" to control the additional traffic generated by this freeway.

(e) Action by the federal government in approving Highway I-66 was unreasonable and disrespectful to the concept of self-determination by the people of the District of Columbia; we cannot adequately control our own destinies with the added burdens of excess traffic and pollution imposed upon us over our objections.

Sec. 3. The Council of the District of Columbia reaffirms its strongest opposition to the construction of Highway I-66 as unnecessary and damaging, to the well-being of the District of Columbia citizens.

Sec. 4. The President of the United States is respectfully requested to review this matter and order an

immediate and permanent halt to construction of Highway I-66 inside the Beltway.

Sec. 5. A copy of this resolution, upon its adoption, shall be transmitted to the President of the United States.

Sec. 6. This resolution shall take effect immediately upon its adoption by the Council of the District of Columbia.

D. DISTRICT OF COLUMBIA CITIZEN ORGANIZATIONS

| Name | Position | Organization | Date |
|---|---|---|---|
| Everett Scott | President | D.C. Federation of Civic Associations, Inc. | |
| Charles L. Crawford | President | Dupont Park Civic Assn. WASH. D.C. | 6/15/78 |
| James H. Banks | Ch. Educ. Comm. | Dupont Pk Civic Assoc WASH. D.C. | 6/15/78 |
| Joseph H. Smith | MEMBER | Dupont PK Civic Assn | 6/15/78 |
| Lucinda D. Smith | Member | " " " " WASH. D.C. | 6/15/78 |
| Lucien V. Standley | | Dupont Park Civic Assn. | 6/15/78 |
| Wm. M. Clark Sr. | | Dupont Park Civic Assn | 6/15/78 |
| Alberta V. Howe | | " " " " WASH. D.C. | 6/15/78 |
| Paul E. McLeod Sr. | President | Penn Naylor Citizens Assn | 6/5/78 |
| William J. Hoff | Ch. | ANC3A (Georgetown) | 6/6/78 |
| John Laura Seay | | ANC 3A (Georgetown) | 6/7/78 |
| Donald R. Rumm | | ANC 3A 06 (Georgetown) | 6/7/78 |

| Name | Position | Organization | Date |
|---|---|---|---|
| Olcott Deming | Board Member | Citizens' Assoc. of Georgetown | June 4, 1978 |
| Robert H. Charles, Jr. | President, | FOGGY BOTTOM ASSOCIATION, | 6JUN78 |
| Peter Barnich | Vice President | South Mount Pleasant Ass. | 6-6-1978 |
| Marma Butler | President | Edgewood civic assoc. Inc | 6-10-78 |
| Hank Larsen | Chairman | ANC 4A | 6/10/78 |
| Viola Bowers | Vice Chr. | ANC 8B05 | 6 June 1978 |
| Marie W. Patterson | Treas. | ANC 8 | Jun 6, 1978 |
| Eli Rice | Commissioner-8B07 | Advisory Neighborhood Commission | June 6, 1978 |
| Thomas E. Lodyga | Chairman | Downtown-Near NE-Shaw-Advisory Neighborhood Commission | June 5, 1978 |
| Mark Lorey | Chairperson | ANC 2B | 6/6/78 |
| Frank B. Holden | Pres. | Woodridge Civic Assoc. | 6/6/78 |

| Name | Position | Organization | Date |
|---|---|---|---|
| James W. Clarke | Chairman | Potomac Chapter Sierra Club | 6-10-78 |
| Irvin Lorek | Chairperson | ANC-3E | 5 June 1978 |
| Lorraine Middleton | ANC 3E - Secretary | | June 5, 1978 |
| [illegible] | Vice Chairperson | ANC 3E | June 8 78 |
| Jack D. Moore | | ANC 3E | 6 Jun 78 |
| Stephen A. Jeng | Chairman, Foggy Bottom & West End Advisory Neighborhood Commission (ANC 2A) | | 6/6/78 |
| Ann Hume Loos | Vice Chairman | ANC 2A | 6/6/78 |
| Matthew Blecker | | ANC 2A | 6/6/8 |
| Harold H. Dorit | TREAS 2A04 | ANC-2A | 6-6-78 |
| Ruth P. Dixon | Chair, | ANC 3F | 6/6/78 |
| Hugh Allen | President | North Cleveland Park Citizens Assn | 6/6/78 |

| Name | Position | Organization | Date |
|---|---|---|---|
| Frances E. Pierson | President | Skyland Park Civic Ass | 1/5/78 |
| James S. Watts | Secretary | Woodridge Civic Assn | 6-6-78 |
| Lynwood C. Westray | Treasurer | Woodridge Civic Assn | 6-6-78 |
| Ruth Allen | Chairperson | ANC-4D | 6/12/78 |
| Frank J. Tetrault | Treas. | ANC-3A | 6/7/78 |
| Carol R. Pabby | Ca. Sec | ANC 3A03 | 6/7/78 |

## E. THE NATIONAL CONTACT COALITION

| | | |
|---|---|---|
| Margaret Tunks | CAHRT, National CONTACT Coordinator, I-90 | Seattle, Wash. |
| Marian K. Agnew | CONTACT, Continued Action on Transportation and Environment, I-66 | Washington, D.C. |
| Brian Ketchum<br>Marcy Benstock | Citizens for Clean Air New York Clean Air Campaign, I-478:Westway | New York, N.Y. |
| Cathy Burns | Alabama Conservancy, NAACP, I-565 | Huntsville, Ala. |
| Ethel Sure | Citizens for Mass Transit Against Urban Freeways, I-10 | Phoenix, Ariz. |
| Mary Walton | Save Our State Committee Inc., the Conn. Committees of Correspondence, I-84 | Jewett City, Conn. |
| Joyce Zick<br>Richard Rainville | The Anti-Crosstown Coalition<br>Southend Anti-Crosstown Coalition, I-494 | Chicago, Ill. |
| Mary Lou Wolf | VOLPE, Volunteers Opposed to the Leakin Park Expressway, I-70 | Baltimore, Md. |
| J.L. Peyton | Stop the Freeway, I-35 | Duluth, Minn. |
| Sara Glenn | The Watchung Nature Club, I-78 | North Plainfield, N.J. |
| Richard Righter | Citizens Against I-675 | Dayton, Ohio |
| Jonathan Robison | Pittsburgh Neighborhood Alliance, I-279 | Pittsburgh, Penn. |
| Carroll Bourg | Citizens for Better Neighborhoods, I-440 | Nashville, Tenn. |
| Ben Hayward | Citizens for the Re-evaluation of I-182 | Richland, Wash. |
| Stanley Hart | L.A. Sierra Club, NAACP, LWV, Urban Coalition Century Freeway, I-105 | Los Angeles, Calif. |

| | | |
|---|---|---|
| Ralph B. McDougall | Rhode Island I-84 | Green, R.I. |
| Howard Landsman | Central Neighborhoods Council, I-90/94 | Madison, Wisc. |
| Richard Worm | Dubuque Enviromnental Coordinating Organization | Dubuque, Iowa |
| Jack F. Schweigert | TH-3 | Honolulu, Hawaii |
| Anona Stoner | Citizens to Preserve Overton Park, I-40 | Memphis, Tenn. |
| Leonard Wrice | Murphy Blair Neighborhood Advisory Council | |
| Donald J. Selig | Patch Neighborhood Center Consolidated Neighborhood Services, Inc, Rt. 755 | St. Louis, Mo. |
| Steve Strauss | I-630 | Little Rock, Ark. |
| Donald Braverman | The Blue Route | Broom Hall, Penna. |
| B.B. Olive | | Durham, N.C. |

F. OTHER NATIONAL CONSERVATION AND TRANSPORTATION GROUPS

| Name | Position | Organization | Date |
|---|---|---|---|
| Paul Hughes | chairperson | Bloomington (Ind.) Sierra Club | 6/5/78 |
| Virginia Beardman | Executive Director | Ecology Center of So Calif | June 4, 1978 |
| Alex B Mak | Administrative Assistant | Ecology Center of So Calif. | 6/8/1978 |
| David Blakely | WILDLIFE SUBCOMMITTEE | CHAIRPERSON | 8/9/78 |
| Walter S. Boardman | Conservation Chairman | Halifax River Audubon Society | June 7, 1978 |
| (Phillenne Howard | Chairman | Alt. Bonus Sierra Club | 6/8/78 |
| Zubin Bissinger | New Mexico | Mountain Club | 6/8/78 |
| W Stephen McCaya | COORDINATOR | [redacted] ECOLOGY CENTER OF ANN ARBOR | 6-8-78 |
| Cliff Robaugh | Chair | Juneau Grp Sierra Club | 6/12/78 |
| Dave Olmis | Alaska Representative | Natl Audubon Soc | 6/12/78 |
| Richard T. Myren | President | Juneau Park Society | 6/12/78 |
| Lorette Martins | President | Tapeer County Senior Citizens Council | 3-7-78 |

| Name | Position | Organization | Date |
|---|---|---|---|
| Harold R. Murdock & Miriam R. Murdock | member | Audubon Naturalist Society & Randolph Civic Assn | June 8, 1978 |
| Allan H. March | Dir. of EE | Audubon Nat. Soc. | 6/8/78 |
| P.W. Eden | editor | Audubon | 6/8/78 |
| [illegible] | Assoc Editor | Audubon | 6-8-78 |

Or use your own signature format below.

Elsie M. Roberts
11807 Rocking Horse Rd.
Rockville, Md. 20853
June 8, 1978

David H Murdock — member — Trout Unlimited (Potomac-Patuxent chapt.) — June 8, 1978

George C. Forger
9704 Cedarland
Bethesda, Md
June 9, 1978

Dennis R. Winters

Dennis R. Winters, President
Indiana Division
Izaak Walton League of America, Inc.

| Name | Position | Organization | Date |
|---|---|---|---|
| S. L. Farar | member | National Association of Railroad Passengers | 6-7-78 |
| Nilda Sarkisian | | | 6/7/78 |
| Edwin F. Hall | | NARP | 6/7/78 |
| Larry L. Tucker | | NARP | 6.7.78 |
| Paul R. Don | | RPG | 6.7.77 |
| John L Peyton | Director | Stop the Freeway Action Group Duluth, Minnesota | 6/6/78 |
| Henry DiBenedetto | Managing Editor | South Eastern Transportation Coalition | June 5, 1978 |
| James V. Lewis | Member | Albuquerque NM Bikeway Committee | June 5, 1978 |
| William L Butler | Corresponding Secretary | The Environmental Association of Delaware and Ottsego Counties | |
| Stephen Dalbow | President | Committee for Better Transit, Inc. | 6/10/78 |

| Name | Position | Organization | Date |
|---|---|---|---|
| J. Howard Harding | Regional Coordinator | Ohio Association of Railroad Passengers | 6/6/78 |
| | Chairman Subcommittee on Transportation & Energy Conservation | Portage Trail Sierra Club | 6/6/78 |
| Charles J. McCorkell P.E. | Dir. Transportation Alternatives | | 6/12 |
| Robert A. Ramsay | Member, Citizens for Rail California | | June 6, 1978 |
| [illegible] | Member | Freeway Action Committe | June 8, 1978 |
| Winthrop Wolfe | Member, Environmental Action | | June 6, 1978 |

G. OTHER CITIZEN RESPONSES AND LETTERS

| Name | Position | Organization | Date |
|---|---|---|---|
| Bruce Windsor | Air Quality Consultant | Lung Association of Mid-Maryland | June 5, 1978 |
| Mary Englert | Member | Save Open Space | 6-6-78 |
| Joe W. Gardner | Sterling, VA. | | 6-5-78 |
| Leslie F. Bradford | Arlington, VA. | | 6-5-78 |
| Aimee Lee Eddins | Reston, Va. | | 6/5/78 |
| Herbert W. Seyfarth | Arlington Va | | 6/5/78 |
| David [illegible] | McLean, VA. | | 6/5/78 |
| Bruce Shepard | Concerned Citizen | | 6/5/78 |

Judith Gaeller — I oppose the increase in mileage super highway building — Rehoboth, Mass — Regional Land Programs, Inc — 6-7-78
Name — Position — Organization — Date

Michael Everett — Exec Dir — " — 6-7-X
Name — Position — Organization — Date

Alan Burnham — Dir. Emeritus — Architectural Archive — 6/10/78
Name — Position — Organization — Date

especially interested in long term development of Metropolitan and National Public Transportation Systems

Dr. Gerard Mruzek
Wayland, Mass 01778

John D Cunningham — Prof. of Ecology — Keene State College (NH) — 6/7/78
Name — Position — Organization — Date

Richmond Goodale, Former Member Connecticut Assy. — post citizen — 5/15/78
Name — Position — Organization — Date
Salisbury, Conn.

Tom Gilmore
Tom Gilmore - BHS Biology Club — 6/2/78
Name — Position — Organization — Date
Cerritos, Calif.

| Name | Position | Organization | Date |
|---|---|---|---|
| Charles Metelitz | | Los Altos Calif. | 6/6/78 |
| Stephen P. Lane | | Sausalito, Calif. | 6/6/78 |
| Pius Pani | | San Francisco Calif. | 6/6/78 |
| Paul A. HOVANEC | PRIVATE CITIZEN | Cleveland Ohio | 6-11-78 |

Capt. Bob Morris, Republican Precinct Committeeman
Teton Village, Wyoming 83025

8 June 78

| Name | Position | Organization | Date |
|---|---|---|---|
| Peggy Hannah | TEACHER | CLERMONT CNTY SCHOOLS Calif. | 6-9 |
| W. M. Weber | Salesman | Champion Party Calif. | 6-9 |
| Jacqueline R. Kasun | Professor of Economics | | June 6, 1978 |

Jacqueline R. Kasun
Humboldt State University
Arcata, California

WALTER S. BOARDMAN
5663 Rogers Avenue
Port Orange, FL 32019

June 7, 1978

President Jimmy Carter
The White House
Washington, D.C. 20500

RE: I-66 Extension Inside Beltway

Dear President Carter:

Word has come to me that plans for the construction of I-66 inside the Beltway in Northern Virginia are going forward.

During the period, 1968 to 1972, I made a field investigation of the proposed route for I-66 inside the Beltway. I visited the territory and talked with many people whose environment would be adversely affected.

This highway is not needed and will do great harm. Here is a good place to put people-habitat ahead of the highway builders' self interests. It is also a good place to start putting energy saving into practice.

Respectfully yours,

W. S. B.

Walter S. Boardman

cc:Marian K. Agnew

ROBERT A. RAMSAY
P. O. BOX 385
ARCADIA, CALIFORNIA 91006
TELEPHONE (213) 446-8316

June 6, 1978

Ms. Marian K. Agnew, President
CONTACT
P. O. Box 50065
Washington, D. C. 20004

Dear Ms. Agnew:

Responding to your form letter of June 1st, I enclose my signature on the accompanying form. Your instructions were not too clear, so I presume they have been properly interpreted.

I probably represent the most notoriously "automobilized" part of the country. In addition to being almost totally dependent on the use of private automobiles, the "conventional political wisdom" in this election year continues to demand what is termed "completion of the freeway system." This means some rather extensive and expensive projects within the Los Angeles County area.

In addition, the probability that a "tax revolt" initiative on the California ballot will pass in today's primary election will seriously emasculate the state's ability to carry on any transportation projects other than those which are supported by the Highway Trust Fund. Thus our chances of obtaining any real action in the development of a rapid transit alternative are rapidly disappearing.

At the moment there is a petroleum glut on the West Coast as more Alaska oil is unloaded from large tankers in our ports. Since the refineries are incapable of processing this petroleum as rapidly as it is being delivered, and since very little of that oil is being sent directly east, we are in the position of being unable to satisfactorily demonstrate that in fact an energy crisis does exist.

My concern is with the U.S. Department of Transportation "zero based" study report on Amtrak. California -- in fact the entire West -- is being seriously affected by the recommendations of the DOT report, and entire states which enjoy Amtrak services at the moment are threatened with total abandonment of those services within the next year or so. Fortunately the California Department of Transportation (CalTrans) is supporting our efforts to retain and attempt to expand passenger train services in the Far West.

Cordially,

Robert A. Ramsay

Community Options to Freeways
C/O J. Heinz
3643 Lyndale Avenue North
Minneapolis, Minnesota 55412

June 11, 1978

President Jimmy Carter
Vice President Walter F. Mondale
The White House
Washington, D. C. 20500

Dear Mr. President
and Mr. Vice President:

Here in Minneapolis, we have most of the same problems as the people in Virginia. Please stop all further urban highway construction now and use the designated monies for mass transit in the same corridors.

Disruption of urban neighborhoods by highways has been a significant contribution to urban decay and blight.

Respectfully,

| Name | Address |
|---|---|
| Gerald H Nauman | 3711 4th St. No. Mpls Mn 55412 |
| Janet M. Heinz | 3643 Lyndale Ave No Mpls Mn. 55412 |
| John C. Heinz | 3643 Lyndale No. Mpls Mn. 55412 |
| Dale Bates | 3646 Humboldt No Mpls, Mn 55412 |
| Edward Ross | 4126 Queen No. Minneapolis, Mn 55412 |
| Lorraine Bryant | 3615 Girard Av North Minneapolis, Minn. 554 |
| Marlys Bates | 3646 Humboldt N. Mpls Mn 55412 |
| Mary L Heinz | 3643 Lyndale Ave N Mpls Mn. 55412 |
| Paul B Stevenson | 3700-6 St No Mpls. Mn. 55412 |
| Helen M. Stevenson | 3700-4 St No Mpls. 55412 |
| Agnes M Field | 3743 N. 6th St Mpls 55412 |
| Marlys A. Nauman | 3715-4 St. N. Mpls. 55412 |

ELEANOR N. LEWIS
103 ST. JOHNS RD.
BALTIMORE, MD. 21210

June 12, 1978

Dear friends,

I am not a pepresentative of an organization, though I belong to MAD and VOLPE here in Baltimore, the National Association of Railroad Passengers, and a great ma ny environmental organizations. Simply as a citizen, I am interested in a livable environment for my generation a nd my children's and grandchildren's. Also in an energy policy that will neither make the environment unlivable (strip mining, etc.), threaten wholesale destruction for untold generations (nuclear power) or threaten our peace and security by dependence on foreign oil.

I believe these problems can be solved by full scale development of safe and unlimited forms of energy plus a sensible use of the energy we need. Obviously the las t means doing everything we can to discourage dependence on the automobile And this means to stop building highways and put our effort and money into good, economical public transportation. If light rail in metropolitan areas and railroads between cities had only one or two advantages there might be a question about this. But they are more efficient in use of energy, far less polluting, far less destructive of neighborhoods, and safer.

It will not be easy to turn this country away from its adoration of the automobile, but I believe that a little s trong leadership from our elected leaders, plus the rising price of gasoline, can do the trick.

Yours,

Eleanor N. Lewis

MRS L. MARTUS
1659 FARNSWORTH
LAPEER, MICHIGAN 48446

June 12-78

Dear Sirs:

When I was young our local Interurban trains running from Bay City to Detroit + back daily. At that time we did not have 3-4 cars in every garage. Many Detroit + Pontiac factory workers lived in Lapeer County + Commute by Car. There is no other service — but what a shame! When one drives to Detroit cars are packed on the Xways — + most have only one driver — Traffic is rough at peak hours. Such a waste of energy gas, + wear + tear.

Sincerely
Loretta Martus

Mr. President
Jim Carter

June 11-78

Sir -

My problem is economic, I can't afford a private car so I urge you to promote affordable mass urban transit and stop the senseless extension of freeways for the benefit of a few well off people.

Sincerly

Paul A. Hovanec
11898 Lawndale Dr.
Cleveland Ohio 44130

1215 First Ave. #4A
New York NY 10021
June 7, 1978

President Jimmy Carter
Vice President Walter Mondale
The White House
Washington D.C. 20500

Dear Mr. President and Vice-President:

I am writing with respect to the Westway Interstate project, in lower Manhattan, an example of a federally funded highway which conflicts in a major way with your national urban, energy, and environmental health policies.

The Environmental Protection Agency has battled with the City of New York for several years in an effort to bring the city into compliance with national pollution control standards. The city refused to take the drastic steps of limiting auto use in Manhattan and settled with the government--at least temporarily--by pledging to improve the public transit system. Obviously, efforts to curb air pollution are not aided by building of expensive new highways for cars to use. And I have my doubts, based on the historical record, that significant expenditures will be made for the public transit system. A good reason for this would be the inequitable funding for transportation: 90% for highways and 80% for public transit. I urge you to use your influence to help passage of S.7952 to equalize federal funding of all new transportation modes.

The lure of 90% federal payment is a major reason that the mayor, and governor, who both opposed Westway before, now are for it. It would provide short-term benefits in construction jobs and related employment. However, with the emerging national commitment to energy-saving and less-polluting transportation, building an expensive highway which will compete with mass transit in the nation's prime area for transit users is a short-sighted waste of the taxpayers' money. Since new highways attract autos, the effect in Manhattan would be more traffic congestion and air pollution, not less. The goals of the Clean Air Act would be controverted by building Westway.

Based on these observations, I urgently request that you:

- -Direct the White House staff to conduct a full and complete review of the effect of building new urban interstate highways on the EPA's enforcement of the Clean Air Act;
- -Direct the White House staff to also review the effect of new urban expressways on energy conservation goals;
- -Urge the Senate and House pass legislation which permits localities to choose the types of transportation they wish with assurance of equal federal funding;
- -Urge the Senate and House change the "Highway Trust Fund" to a "Transportation Fund" which would permit transit projects to be paid for on an equal basis as for roads.

Sincerely,
Bill Schwarz
Bill Schwarz

PAUL R. WENDT
BAY SHORE DRIVE
PLYMOUTH, MASSACHUSETTS 02360

Maran K. Agnew, Pres.
Contact
P.O.Box 50065
Washi ngton, D.C.

June 6, 1978.

Dear Ms. Agnew:

In Boston our traffic problem is the Southeast Expressway. It is jammed everyday. Diamond lanes were a failure and were abandonned. Now there is great demand to increase the southern half beyond Braintree to three lanes, a foolish waste of money.

When the MBTA extended the red line of the subway to Quincy they unbelievably did not extend it to the Expressway so that motorists could park and ride. To get at present from the Expressway to the Quincy station takes as long as to drive to Boston.

A new extension of the red line to South Braintree is due to be completed in 1979 and the plan calles for a large garage there and a ramp from the expressway. But parking costs a dollar which will be just enough to make many motorists drive on to Boston.

When will the athorities involved learn that in order to cut down on gasoline consumption it is necessary to <u>seduce</u> motorists off the highway?

Plymouth county is now the growth area for Boston. The MBTA owns the railroad right of way to Plymouth. <u>Now</u> they should be planning railroad service from here to South Braintree to connect with the subway extension, instead of extending the expressway as demanded by motorists.

Good luck!

Sincerely,

Paul Wendt

9/12/78

Ms. Marian K. Agnew
CONTACT
P. O. Box 50065
Washington, D. C. 20004

Dear Ms. Agnew:

We in Santa Clara County are presently fighting three commuter freeways:

(1) The West Valley Freeway (Route 85)- approx. 18 miles long- an FAU (Federal Aid Urban) Road

(2) The Guadalupe Freeway (Route 87) - Approx. 6 miles long - an FAU road also

(3) The South Valley Freeway (Route 101) an 11 mile freeway proposed to be built through a local park. This freeway penetrates primarily agricultural land destined to be developed if the freeway is constructed as proposed. We contemplate a Section 4(f) lawsuit if the freeway is approved.

We have no potential Interstate swaps, but we are lobbying for FAU funds which are discretionary for use either on transit capital projects or roads. CONTACT should examine these funds as a source of transit financing.

As an alternative to these land- and energy-wasteful freeways, we have proposed a Light Rail Transit network. However, UMTA "alternatives analysis" red tape continues to delay this important project. CONTACT should lobby against UMTA-imposed red tape which impedes transit projects, but not highways.

Locally, we continue to expose latent road costs which are generally financed from general funds. It is important to expose these road subsidies and attempt to remove them via increased road user charges. We call this "full cost pricing" or "point-of-use" pricing of roads. The road lobby owes a great portion of its strength to the perpetuation of the hoax that road user "taxes" pay totally for roads. CONTACT should concentrate on road economics such as the exemption of road land from property taxation. Meanwhile the railroads pay onerous property taxes, which, ironically, are often used to build and maintain roads for their competitors!

Because roads are heavily subsidized, President Carter should be lobbied to raise transit support to the level of highway support.

Sincerely

Ralph

Ralph W. Ballmer P.E.
Chairman, Light Rail Coalition
Member, Sierra Club Transportation Committee
5828 El Zuparko Dr
San Jose, CA 95123 (408) 227-1961

cc: Sacramento Modern Transit Society

P.O. Box 603
297 Nod Hill Road
Wilton, Connecticut
June 12, 1978

CONTACT
P.O. BOX 50065
Washington, D.C. 20004

Dear Friends:

Enclosed please find my signature on your signature sheet supporting your letter to the White House. As former President of Citizens for Balanced Environment and Transportation, Inc. I am not involved in current communications regarding preparation of an Environmental Impact Statement for the proposed new U.S. Route 7 Expressway in western New England, but would like to submit the following considerations that have been and continue to be important reasons to halt Route 7 construction.

Air Quality. South western Connecticut is second to Los Angeles in pollution. A new expressway would bring more trips, and more development to a poisoned area. Recent DOT figures to support construction have incorporated a widened corridor, which includes some of New York State, to juggle figures away from a no build conclusion.

Community disruption. The Town of Wilton, 7 miles north to south, would be bisected by the wide median superhighway, to be built on fill, at varying levels, overpassing local rail, roadways, and river areas. The communities along the Route 7 corridor, Norwalk, Wilton, Ridgefield, Redding, and Danbury are residential, retaining something of a rural New England quality that would be destroyed by the advent of the planned superhighway and concomitant development. Further north, New Milford, and Brookfield are targets.

Wetland destroyed. 14% of Wilton's remaining wetlands would be engulfed; this is a community dependant on private well facilities. Other wetland and water areas would be affected all along the Route.

Noise. Federal noise level standards would be violated along the entire corridor, which is a well built up area.

Energy. We advocated increased use of the parallel rail line and expanded minibus service in Fairfield county to combat the energy shortages we expect, rather than an energy depleting facility that would expand dependance on the private automobile.

Aesthetics. The unique, picturesque qualities of the area that would be affected are irreplaceable.

Urban decline. Fairfield County interests supporting new Route 7 are looking to the migration of New York based business, such as Union Carbide, once transportation access is provided. Robbing Peter, to pay Paul, when Paul, Fairfield County, is a gold coast, is a disgrace.

Enclosed please find a fact sheet describing our concerns.

I have already sent your 4/27/78 letter to the White House, and received an acknowlegment.

Enclosed please find also my letter for you to submit to the White House, stating the above described concerns regarding U.S. Route 7 construction in Connecticut.

Sincerely,

Diane E. Haavind

Mrs. Robert Haavind

(Former President,
CBET, Inc.)

President Jimmy Carter
Vice President Walter F. Mondale
The White House
Washington, D. C. 20500

Dear President Carter and Vice President Mondale:

Since 1968, I have been an opponent of further major superhighway construction in this country. For five years, from 1972 through 1976, I was active in opposing construction of U.S. Route 7 in Connecticut, and through Massachusetts and Vermont, as President of Citizens for Balanced Environment and Transportation, Inc. In 1972 that organization obtained an injunction on Route 7 construction between Norwalk and Danbury, Connecticut.

I submit the following considerations that have been and continue to be important reasons to halt Route 7.

Air Quality. A new expressway would bring more trips and more development to a poisoned area, second only to Los Angeles in pollution.

Community disruption. Proposed new Route 7 would bisect the Town of Wilton, 7 miles, north to south.

Wetlands destruction. 14% of Wilton's remaining wetlands would be affected by superhighway construction, which is planned on fill, with a wide median.

Noise. Federal noise level standards would be violated along the entire corridor, which is well built up, mainly residential.

Energy. Expanded dependance on the automobile and truck make no sense. The parallel rail line should be made more atractive with new service, etc., and county wide minibus service instituted in Fairfield County and northward.

Aesthetics. The unique, picturesque qualities of the areas affected are irreplaceable. The corridor is a narrow river valley.

Urban decline. Interests supporting new Route 7 look to the migration of New York City based business, such as Union Carbide, once transportation access is provided. Robbing Peter, to pay Paul, when Paul, Fairfield County, is a gold coast, is a disgrace.

Wooster Mountain State Park despoiled. The proposed Route 7 would cut through this public parkland, south of Danbury.

Quality of Life. The character of southwestern New England, a fertile, wooded, hilly region is a necessary amenity in the New York Metropolitan region it borders.

I urge your serious consideration.

Sincerely,

Diane E. Haavind

Box 603, 297 Nod Hill Road
Wilton, Connecticut 06897
June 12, 1978

Mrs. Robert Haavind

CHARLESTON
CITY OF CHARLESTON
P.O. BOX 2749
CHARLESTON, W.VA. 25330
JOHN G. HUTCHINSON, MAYOR

June 12, 1978

Ms. Marion K. Agnew
President
CONTACT
Box 50065
Washington, D.C. 20004

Dear Ms. Agnew:

In reply to your letter of June 1, 1978 concerning the construction of I-66 and asking concerns of other areas around the country, allow me to list three major concerns of the Charleston Area and West Virginia.

First, there is the problem of bridges and their construction and maintenance in urban areas. More federal funds should be available to help cities build more bridges and maintain existing bridges, if this is more important to them than building new highways.

Second more emphasis and funding should be placed on urban and urban-rural light rail systems. Cost effectiveness, convenience, energy use and the fact that a rail system is already available for use on existing track make this the most important solution to mass transit problems for lightly populated areas with the right population distribution.

Third, a very important concern for Charleston and the State of West Virginia is the money for upgrading the West Virginia Turnpike to interstate standards. This upgrading will make Charleston and West Virginia more accesible from the East and South and make a narrow, unsafe, major highway a safe and pleasant drive. Also the Turnpike does not pass through any urban areas where the four laning from its mainly two lane character should cause any concern.

Thank you for your concern and interest in our problems.

Sincerely,

Norman Kilpatrick
Director
Federal/State Programs

NLK/wlm

JUDSON B. CORNWELL
18 MAYWOOD AVENUE
PLEASANT RIDGE, MICHIGAN 48069

June 8, 1978

President Jimmy Carter,
Vice President Walter F. Mondale,
The White House,
Washington,
D. C.

Dear Mr. President and Mr. Vice President:

I live in a City of about 58th square miles with a population of about 4,000. This week we are celebrating our 50th Anniversary as a City. One of the smallest in the State of Michigan as far as area is concerned.

For a good number of years we have been threatened with a super highway, I-696 along the northern borders of our city. A lot of the land has already been acquired by the Michigan State Highway Department and the homes on the land torn down. If this highway is to be built, or allowed to be built it will mean the death of a City, as our Tax Base will be so low that we will have to die or be annexed to a neighboring City, if they will have us.

I would judge that at least 90% of our Tax Base is from homes as we have no industry, as such, and no vacant land or room for expansion.

I belive that we would be the first City in the United States that was allowed to die because of a so called Freeway Highway.

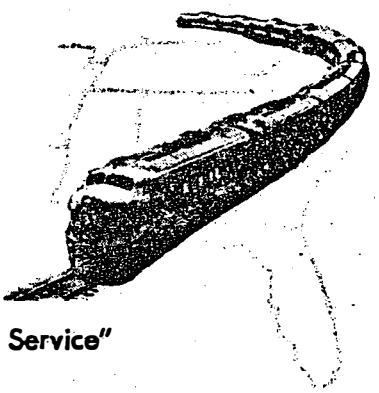
To me this would be a real blot on the American way of life so I am appealing to you to help safe our City and see that Secretary Brick does not allow it to be completed through our City.

Congressman James J. Blanchard is a resident of our City and I am sure that he would like to save it. I am more than sure that more than 70% of our population feel the very same way, as I can prove by recent elections having to do with the selling of land, City Park land, to the State, which was defeated by almost 70%.

So please as a 50th Anniversary present stop this gouge of our rights as a City to exist.

Yours truly

J. B. Cornwell



**THE SOUTHEASTERN**

**TRANSPORTATION COALITION**

"Linking Those Who Desire Adequate Southeastern Rail Passenger Service"

2918 Houston Avenue
Macon, Georgia 31206
5th June 1978

CONTACT
P.O. Box 50065
Washington, D.C. 20004

Sir:

As requested, I have signed the letter for the South Eastern Transportation Coalition (SETC).

Since you request that letter to be in your hands by June 12, I signed for the officers and membership. Reason: All the other officers reside a distance from Macon. I would have to send the letter along with a cover letter requesting signature to addressee PLUS further requesting that they follow same procedure until completion. THIS COULD NOT BE ACHIEVED BEFORE THE JUNE 12 DEADLINE. The SETC region covers Alabama, Florida, Georgia, East Louisiana (New Orleans and Shreveport)Kentucky, N.C.,S.C. and Tennessee. I feel you understand the situation now that I've ~~informed you.~~ EXPLAINED.

You will find enclosed the current edition (June 1978) edition of TRACK 4 the monthly newsletter of SETC. You may be interested in reading the "THOUGHT FOR THE DAY?" Also, if you wish that we add your group to our complementary list, please let us know.

Hopefully, we can assist you in any way we can. I would also hope that CONTACT will aid NARP, North East Transportation Coalition (NETC), SETC and other various rail passenger groups in their efforts to update and expansion of the rail passenger system (AMTRAK).

Our best wishes to CONTACT.

Sincerely,

Henry DiVenuto, Managing Editor,
SETC / TRACK 4

P.S. Pardon errors

Chevy Chase
Advisory Neighborhood Commission 3G
MAILING ADDRESS: P.O. Box 6252 Northwest Station Washington, DC 20015

CHEVY CHASE OFFICE
5540 Connecticut Ave. NW
Washington, DC 20015
(202) 686-0965

June 9, 1978

Ms. Marian K. Agnew, President
CONTACT
P.O. Box 50065
Washington, D.C. 20004

Dear Ms. Agnew,

ANC 3G has recently voted to join in the opposition to the completion of I-66. We are not in a position to analyze your lengthy letter to the President which I, therefore,cannot sign. You may, however, indicate that ANC 3G at its regular meeting on April 17, 1978, voted to support the opposition to the continued construction of I-66.

Sincerely yours,

Karl F. Mautner
Chairman, ANC 3G

COMMISSIONERS
Eliza E. Callas
3G01
Leslie A. Palmer
3G02
Gail R. Carlson
3G03
James J. Butera
3G04
L. Bernice Degler
3G05
Donald K. Dankner
3G06
Clinton B. D. Brown
3G07
Karl F. Mautner
3G08

Electrostatic Copy Made
for Preservation Purposes

THE WHITE HOUSE

WASHINGTON

June 28, 1978

done

MEMORANDUM FOR THE PRESIDENT

FROM: FRANK MOORE FM

SUBJECT: MARIANNA RODINO

Chairman Peter Rodino's wife, Marianna, has been ill for several weeks. I learned today that she has a brain tumor and the prognosis is not good. The Chairman has been spending very little time in Washington lately, in order to be with her in Newark.

A letter to Marianna is attached for your signature. I would also suggest that you call the Chairman. He will be flying into Washington tonight and leaving again tomorrow morning. After that he will be at home in Newark.

Electronic Copy Made
for Preservation Purposes

THE WHITE HOUSE
WASHINGTON

6/28/78

Mr. President:

Frank recommends waiting until after the July 4 recess for this meeting.

Phil

ok
F

Electrostatic Copy Made
for Preservation Purposes

THE WHITE HOUSE
WASHINGTON 6/28/78

Mr. President:

Frank mentioned that you requested a meeting with the Treasury Appropriations Conferees tomorrow. This would need to be scheduled late afternoon upon your return from fishing - about 6:30 pm.

_____ approve 6:30 pm meeting

_____ disapprove

Phil

Phil -
hold. Let me
talk to Frank
after lunch today
J

Phil

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for Preservation Purposes

Presentation of Report of Task Force
on Women Busine-s Owners 6/28/78

THE WHITE HOUSE
WASHINGTON

< 1/2% bus receipts
Waste talents
Same motivations
Same probs
Kreps testified '77
EDA
1/2 work < 1/20 mgmt
Business degrees
Army lemonade

Electrostatic Copy Made
for Preservation Purposes

UN 12/76 { Int Yr of Child

No global conference

1½ billion

15½ mil die < 5 yrs old

½ US no dentist

10 mil U.S. no med care

1 mil abused

Who Andrew Young

Govt/private needs

problems

basic rights

Announcement concerning
U.S. Participation in
Intl Year of the Child-79

6/28/78

Electronic Copy Made
for Preservation Purposes

Hosp Cost
Dole amend.
Energy
Health - Cost - fraud - prevention