

**NLWJC - Kagan**

**DPC - Box 058 - Folder-004**

**Urban Policy - Transportation**

# Withdrawal/Redaction Sheet

## Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. memo	SSN (Partial) (3 pages)	11/27/1996	P6/b(6)

### COLLECTION:

Clinton Presidential Records  
Domestic Policy Council  
Elena Kagan  
OA/Box Number: 14371

### FOLDER TITLE:

Urban Policy- Transportation

2009-1006-F

bm5

### RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

Freedom of Information Act - [5 U.S.C. 552(b)]

- P1 National Security Classified Information [(a)(1) of the PRA]
- P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P3 Release would violate a Federal statute [(a)(3) of the PRA]
- P4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
- P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
- P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

- b(1) National security classified information [(b)(1) of the FOIA]
- b(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
- b(3) Release would violate a Federal statute [(b)(3) of the FOIA]
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- b(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
- b(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
- b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

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Urban Policy - transportation

THE PRESIDENT'S OFFICE  
7-23-97

Peter Rundlet

P6(b)(6)

Question 13

Wt Fellow

✓  
[001]

Bleed

Ex - Mountain in Mexico  
DOT Brief

Memorandum for the President

Copied

Real

COS

To: The President of the United States

From: Peter Rundlet

Jon/Paul/Dynia/Diana -

Re: Policy Proposal

Attached is a memo

Date: November 27, 1996

from a Wt Fellow that  
seemed to catch the President's

eye.

Elena

Background

The devastating consequences of the concentration of poor people in inner cities are well documented. One of the primary causes of this concentration is the suburbanization of employment: over the past three decades, central cities have experienced an exodus of low-skilled jobs to the suburbs, especially jobs in the manufacturing sector. Most poor people do not have access to a car, and public transportation is generally geared toward moving people from the suburbs to the cities. The ideal solution — assisting poor families to move — is too expensive to implement on a large scale: it costs approximately \$6,000 per year to house a family through assistance programs.

Policy Proposal

Provide federal funds to support a targeted transportation subsidy in metropolitan areas where there is a spatial mismatch between jobs and residences.

Implementation

- \* The Department of Transportation ("DOT") would provide funds to eligible metropolitan transit authorities ("MTAs") to increase and improve "reverse commute" transportation service to suburban employment centers.
- \* Low-income individuals would receive free transit passes for up to one year while they seek and begin employment outside the central city.
- \* Existing public assistance agencies would determine eligibility for program participation; they would receive funds to cover their administrative costs.
- \* The DOT would allocate funds annually based upon local need. Additional incentive funds would be given to MTAs showing the greatest improvements in service.

**Benefits**

- \* Improved access to employment opportunities for the inner city poor.
- \* Alleviation of concentrated poverty in central cities and the pathologies attendant thereto.
- \* Stronger economic bases in central cities, increased local government revenues, and improved government services.
- \* Potential reductions in traffic and parking congestion, pollution, and reliance on foreign oil.

**Funding**

The tax revenue generated from increased employment could more than offset the cost of the program. Some of the savings from welfare reform appropriately could be allocated to this program. A reduction in the "Enterprise Zone" program, which appears to spurn market forces that have shifted jobs out of cities, could provide the necessary funds.

**Possible Objections**

1. The fundamental political concern during this era of budget reduction is that this proposal may be attacked as another expensive government handout.

*Response:* This proposal helps fulfill the promise of welfare reform by targeting assistance to those seeking or engaged in employment. The cost would be low, or zero.

2. Suburban residents would resist increased job competition.

*Response:* Job growth is occurring in the suburbs and equity considerations favor implementation.

3. Current riders of public transit may complain that the program unfairly benefits new riders.

*Response:* The benefit is targeted to those most in need and it ends soon after employment is established.

[001]

4. It is not clear that the cost and availability of public transit is the determinative obstacle to obtaining employment in the suburbs.

*Response:* The program could be tested on a "demonstration" basis in select cities before it is widely implemented.

**Conclusion**

The potential political obstacles are not insurmountable. The long term costs of doing nothing to alleviate concentrated poverty would be worse.

Approved

Rejected

Let's Discuss