

LRM ID: MNB158 SUBJECT: REVISED Council on Environmental Quality; Community Empowerment Board Report on Building Communities for the 21st Century

**RESPONSE TO
LEGISLATIVE REFERRAL
MEMORANDUM**

If your response to this request for views is short (e.g., concur/no comment), we prefer that you respond by e-mail or by faxing us this response sheet. If the response is short and you prefer to call, please call the branch-wide line shown below (NOT the analyst's line) to leave a message with a legislative assistant.

You may also respond by:

- (1) calling the analyst/attorney's direct line (you will be connected to voice mail if the analyst does not answer); or
- (2) sending us a memo or letter

Please include the LRM number shown above, and the subject shown below.

TO: Joslyn G. Mack Phone: 395-7482 Fax: 395-1307
 Office of Management and Budget
 Branch-Wide Line (to reach legislative assistant): 395-4610

FROM: Andrea Kane, DAC (Date) 12/13
 ↓ (Name)
 _____ (Agency)
 6-5573 (Telephone)

The following is the response of our agency to your request for views on the above-captioned subject:

- Concur
- No Objection
- No Comment
- See proposed edits on pages attached
- Other: _____
- FAX RETURN of _____ pages, attached to this response sheet

CC: Paul Weinstein
 Julie Fernandez
 Cynthia Rice

> If you haven't seen full copy of this report, you should ask Joselyn.

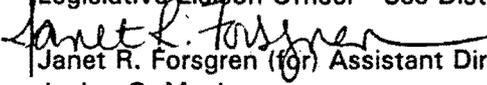
LRM ID: MNB158

**EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
Washington, D.C. 20503-0001**

Thursday, December 3, 1998

LEGISLATIVE REFERRAL MEMORANDUM

TO: Legislative Liaison Officer - See Distribution below

FROM:  Janet R. Forsgren (for) Assistant Director for Legislative Reference

OMB CONTACT: Joslyn G. Mack

SUBJECT: PHONE: (202)395-7482 FAX: (202)395-1307
REVISED Council on Environmental Quality; Community Empowerment Board
Report on Building Communities for the 21st Century

DEADLINE: 10 a.m. Thursday, December 10, 1998

In accordance with OMB Circular A-19, OMB requests the views of your agency on the above subject before advising on its relationship to the program of the President. Please advise us if this item will affect direct spending or receipts for purposes of the "Pay-As-You-Go" provisions of Title XIII of the Omnibus Budget Reconciliation Act of 1990.

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12-2-98 DRAFT

**BUILDING LIVABLE COMMUNITIES
FOR THE 21ST CENTURY:
FEDERAL SUPPORT FOR SMART GROWTH
AND REGIONAL COOPERATION**

**A Draft Report
(Do Not Quote or Cite)**

December, 1998

NOTE TO AGENCY REVIEWERS:

This report was prepared at the direction of Vice President Gore by the Interagency Working Group on Sustainable Communities. Co-chaired by the Council on Environmental Quality (CEQ) and the Office of the Vice President (OVP), the working group includes representatives from OMB; DOT; EPA; HHS; Treasury; USDA; DOE; HUD; FEMA; NOAA; EDA; and SBA. An earlier version of the report was submitted for an informal interagency review last spring. This final version is being readied for a possible mid-December release. Please call Keith Laughlin of CEQ (456-6550) or Jonathan Weiss of OVP (456-9034) with any questions.

The number of people on welfare has fallen ~~to~~ 41% and ~~the~~
~~at 15 percent of the population on welfare~~ is at its
lowest point since 1969.

BUILDING LIVABLE COMMUNITIES FOR THE 21ST CENTURY

INTRODUCTION: A RECORD OF ACHIEVEMENT

In the last six years, the policies of the Clinton-Gore Administration have helped to produce the strongest economy in a generation. This new economy has created 16 million new jobs since 1993. Unemployment is at its lowest level in almost 30 years. Real wages for America's families are growing at their fastest rate in 25 years. Inflation remains lower than it has been in decades. After inheriting a record \$290 billion deficit in 1992, the Administration has produced the first budget surplus in 30 years. Crime rates have dramatically fallen across the nation. There are six million new American homeowners. ~~Almost 4 million people have moved from the welfare rolls to productive employment.~~

The Administration's macroeconomic strategy of balancing the budget, investing in people, and opening up new markets has been complemented by an innovative Community Empowerment Agenda. This Agenda has emphasized the importance of *investing in places*; the places that Americans live, work, and raise their families. Through this agenda, the Administration has provided communities with new economic, social, and environmental policy tools to revitalize their neighborhoods and compete globally. From Empowerment Zones and American Heritage Rivers to the Brownfields Redevelopment Initiative and the Community Reinvestment Act, the Clinton-Gore Administration is spurring reinvestment and promoting bottom-up, community-based solutions. The community empowerment philosophy is founded on the premise that local communities -- not Washington -- know best how to meet their needs, and that the federal government can best serve as a facilitator in the process. (A detailed outline of the Community Empowerment Agenda can be found in the Appendix of this report.)

Due in part to these innovative policies, there is evidence that America's cities are coming back. Employment is up, crime is down, and local budgets are in the black. However, this nascent recovery is threatened by economically inefficient and environmentally destructive patterns of growth and development that endanger the future of America's communities from the center cities to the fringes of suburban development.

At the request of Vice President Gore, this report spells out concrete steps the Administration will take to partner with communities and regions that are addressing these challenges head on. It represents the first steps of a major initiative to support local and regional efforts to address issues of growth and development. These steps also respond to recommendations from the President's Council on Sustainable Development (PCSD). In March, 1996, the PCSD delivered a landmark report to the President entitled "Sustainable America." Among its recommendations, the PCSD proposed policies to build sustainable communities, including recommendations for Community Growth Management and Collaborative Regional Planning. This report is also a step toward implementing these PCSD's recommendations.

social phenomenon stimulated by the clustering of people in close proximity. These are the critical elements of a new economic geography based on regions of innovation. A key ingredient is creating livable communities that attract the talent essential for creative clustering and networks for the regional collaboration necessary to put the community pieces together within a region.

Irony as it may seem to some, America's economic competitiveness in the new economy will depend upon our ability to cooperate; by our ability to spark "innovation fueled by the sharing of ideas." While we traditionally emphasize "competitive advantage" as a reason for economic success, our ability to create partnerships across the "new economic geography" could be the source of what Scott Bernstein has called a "cooperative advantage."

In a 1960 speech to his employees at Hewlett Packard, David Packard explained that "a group of people get together and exist as an institution we call a company so they are able to accomplish something collectively that they could not accomplish separately." Long ago, Tocqueville remarked upon America's proclivity for creating voluntary associations -- such as the modern day PTA or Lion's Club. Our stock of such "social capital" is often credited for our success as a democratic society. However, it is only recently that we've begun to appreciate the *economic* benefits of social capital. Francis Fukuyama points out that "sociability in ordinary civil affairs promotes a vigorous economic life as well, by schooling people in cooperation and self-organization. People good at self-government are also likely to be good at combining for business purposes..."

To maintain U.S. economic leadership in the new economy, we should build effective regional partnerships. These partnerships should experiment with regional economic strategies designed to produce and distribute these benefits across the "new economic geography" of cities, suburbs, and rural areas. These strategies should foster strong regions that can take advantage of their competitive -- and cooperative -- advantages in the global marketplace during times of smooth sailing. Yet they must be resilient enough to navigate the rough waters of the global economy that are sure to come. The benefits of economic efficiency accrue from being competitive in the global marketplace. The benefits of economic security accrue from place-based strategies to produce sustainable local economies in America's regions.

To ensure U.S. competitiveness in the new economy, the federal government should use the tools available in the Community Empowerment Agenda to support local partnerships that bring together cities, suburbs, and rural areas to develop strategies to make their people and their place sources of both competitive advantage and economic security.

The Administration is beginning to do just that through the Empowerment Zone/Enterprise Community (EZ/EC) initiative, which has designated 105 distressed communities across the country. Many of these communities -- from Baltimore to the Rio Grande Valley -- are linking their revitalization strategies to broader regional development efforts. The application process for the Second Round of Empowerment Zones, which will be selected in January, specifically encourages communities to include a strong emphasis on regional strategies.

CONCLUSIONS

In response to local concerns about the effect of federal policies on local decision-making, Vice President Gore asked that we examine the impact of federal policies on development patterns in America's cities, suburbs, and rural areas. The Vice President wanted to determine if federal policies "are helping to bring cities and suburbs together, or are they widening the breach? Are they focusing investment on the core or are they subsidizing these centrifugal forces that are hurting most cities and suburbs? Are they promoting sustainable regional growth, or are they pushing development farther and farther out from our cities?"

Over the course of the last year, the Interagency Working Group on Sustainable Communities, co-chaired by the Council on Environmental Quality and the Community Empowerment Board, has examined this issue. We have consulted with a wide range of outside experts and reviewed the literature. Based upon our discussions, we draw the following conclusions:

(1) The patterns of growth and development of the last 50 years have created a New American Landscape. In response to the vast regions that have emerged as the dominant feature of this landscape, the federal government should encourage regional approaches to problem-solving. Such regional approaches are necessary to a) address current challenges caused by past development patterns; b) anticipate the future by supporting locally-driven efforts to apply smart growth principles to future development plans; and c) ensure that the U.S. retains its competitive position in the global economy. Building new, inclusive partnerships to develop and implement such regional strategies are critical. Achieving results that benefit all citizens of a region are most likely to emerge when communities are working together and when public and private sector leaders are collaborating. True smart growth requires regional cooperation -- including both established and growing communities -- that seeks to find common ground among a diversity of interests.

(2) In the years following World War II, many Americans chose to leave urban America in search of a better life in the suburbs. After growing up in the city, many were attracted to a life style that promised owning a single family homes surrounded by a green lawn in a safe and quiet neighborhood with good schools for the children. That became the definition of the American Dream in post-war America. Many Americans chose to leave the city to pursue that dream.

(3) Looking back at history, it is clear that this exodus to the suburbs was not only the result of the of individual decisions reached solely in response to market conditions. To some extent, federal policies spurred this migration to the suburbs by discouraging investment in existing communities and subsidizing development in these new areas. Here are two examples:

Department of Transportation will conduct outreach activities to educate the public on these benefit choices, through widely disseminated guidance and information on the World Wide Web; through "Dear Colleague" letters to government, business, employer, and union groups and employees; through presentations at national conferences and workshops; and will work with the Joint Center on Sustainable Communities to ensure that such information is provided to local public officials throughout the United States.

over 5 years
Action 7c: Job Access and Reverse Commute Grants *including*

TEA-21 authorized \$750 million to *1) develop transportation services to transport welfare recipients and low income persons to and from jobs, and 2) \$10 million* to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. DOT will place emphasis on need, collaboration, and a regional approach. To be funded, projects must show how they are filling a transportation gap and be included in a regional job access and reverse commute plan that resulted from a collaborative process.

up to \$10 million

ACTION #8: Air Quality Credits for More Livable Communities

Issue: Development in cities has the potential to improve air quality in several ways. First, by utilizing existing infrastructure, and locating development close to other amenities such as workplaces, labor forces, shopping, and transit, the vehicle miles traveled in the area is reduced. Second, the type of development has the potential to contribute positively to air quality. For example, clean burning utilities, light rail, pedestrian walkways, etc. have environmental benefits directly associated with them. Where air quality benefits occur, cities and states should be able to capture these benefits and apply them to requirements under the Clean Air Act.

Action: EPA will coordinate and expand existing pilot projects such as the Clean Air Brownfields Partnership Pilot and the Urban Heat Island Reduction Initiative in cooperation with other agencies, cities, counties, and states to explore innovative ways in which cities can capture the air quality benefits of sustainable development, including programs for light rail development, local clean airport projects, and pedestrian-friendly measures. EPA will determine how to capture the benefits of urban redevelopment under the Clean Air Act to develop methodologies that can be replicated elsewhere.

ACTION #9: Support for Location Efficient Mortgages

Issue: Household transportation costs vary depending upon a location's access to transit. Locations with few transportation choices and long distances between homes and other destinations often require households to own an additional car, which increases household transportation costs by as much as \$300 per month. Conversely, locations with access to transit allow households to avoid this

Increasingly, HCPs are being used by metropolitan areas for large-scale, multi species conservation areas in areas of metropolitan expansion and development. A notable example is the series of HCPs in southern California involving five counties that is expected to create a system of interconnected wildlife preserves stretching from Los Angeles to the Mexican border. The plan for San Diego will create a 171,900 acre preserve system comprising 25 different habitat types. By opting for the plan, local residents, and the City and County of San Diego, have demonstrated that preserving open space, protecting biodiversity, and providing recreational opportunities, are objectives that matter to them. They have also shown that, through plans such as this, environmental and economic goals for the region can be harmonized.

Empowerment Zones and Enterprise Communities. The Empowerment Zone/Enterprise Community (EZ/EC) initiative is a key element of the Clinton-Gore Administration's community revitalization strategy. Seventy two urban and 35 rural areas are participating. EZ/ECs are an attempt to revitalize existing areas, with a comprehensive planning process that brings all stakeholders in a community – residents, non-profits, businesses and local governments – to the table to develop locally-fashioned and locally-controlled comprehensive revitalization strategies for sustainable community development. Designated communities are receiving \$1.5 billion in performance grants and more than \$2.5 billion in tax incentives. Red tape and regulations are considered for cutting or modification to achieve revitalization results. EZ/EC have already generated more than \$4 billion in private investments, and have created thousands of new jobs.

The Administration's FY 1999 budget requests \$150 million for ten years in mandatory funding for a second round of urban Empowerment Zones. This level of funding (a total of \$1.5 billion over 10 years) would provide the 15 new urban zones with the same level of grant support --\$100 million --as the first round zones. The dollars could be used for a wide range of activities, including economic development and housing projects, project-based rental assistance, job training, and other social services. The budget also includes similar flexible funding (\$20 million per year for 10 years) for the five second-round rural zones --a total of \$40 million per zone.

The competition for the Second Round was announced in April, with designations to be made in December. Some of the zones that have achieved the greatest success in the first round were those -- such as Detroit and Baltimore -- that had created links to the broader regional economy. As a result, the application process for the second round of the program requires applicants to demonstrate how their proposals will create connections to the broader regional economy as a means to revitalize distressed communities.

update

congestion. The traditional transportation process has been strengthened by giving more responsibility and authority to Metropolitan Planning Organizations (MPOs), local governments and the public. The unprecedented funding flexibility in ISTEA allows state and local officials to set transportation priorities and assure that transportation investments meet the unique needs of their communities. Funding set asides have allowed investments in activities that go well beyond traditional investments to fund bicycle and pedestrian facilities as well as other enhancements to improve the livability and quality of life of communities.

Job Training. The Department of Labor funds a variety of employment and training programs. These programs include training programs for disadvantaged adults; year-around training programs for disadvantaged youth; summer employment programs for disadvantaged youth; the Job Corps; job training programs for disadvantaged workers; and welfare-to-work ^{grants} programs emphasizing work-first strategies. There are also employment and training programs targeted to populations with special needs such as Migrants, Indians and Native Americans, and Older Americans. Demonstration programs for out-of-school youth operate in high-poverty EZ/EC areas.

*This is all definitely
be beefed up - as DCL
already doing*

*add: \$250
Vain
opportunity
grants*

Jobs Through Recycling Program. JTR is a recycling business development program. Its fundamental goal is to support states, tribes, and regions in stimulating growth of recycling/reuse businesses which (1) process or manufacture using recycled materials and (2) contribute to economic development and jobs creation or retention.

Since launching the JTR program in 1994, EPA has awarded more than \$7.1 million in grants to 36 states, 5 tribes, and 3 multi-state organizations. The activities funded thus far can generally be characterized as (1) infrastructure-building projects such as the creation of Recycling Economic Development Advocates (REDAs) and Recycling Business Assistance Centers (RBACs); (2) commodity-specific demonstration projects such as Alaska's fiberboard project or New York's carpet and rug project; and (3) recycling investment forums.

Based on current estimates reported to EPA by the 1994 JTR grantees, the projects for 1994 alone have assisted businesses in creating approximately 2,500 jobs, \$300 million in capital investments, and 3.6 million tons per year of recycling capacity. Some 2,000 potential or existing companies have received assistance from this group of JTR grantees. More information concerning the program can be found at www.epa.gov/jtr

LabTAP. Under its Laboratory Technical Assistance Program --or LabTAP --DOE has engaged its chief national asset, the National Laboratory system, to provide free technical assistance to help communities access and employ sustainable technologies and practices. LabTAP is focusing on the solutions to community-based needs in areas such as building energy and materials conservation, transportation and infrastructure

The Transportation Equity Act for the 21st Century (TEA-21). On June 9, 1998, President Clinton signed into law PL 105-178, the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit, and other surface transportation programs for the next six years. TEA-21 builds upon the policies and initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The following highlights some important elements of TEA-21.

Planning

The core metropolitan and statewide transportation planning requirements continue in TEA-21, emphasizing the role of State and local officials, in cooperation with transit operators, in tailoring the planning process to meet local transportation needs. TEA-21 modifies the general objective of the planning process to include operations and management of the transportation system. This provides communities more flexibility to focus on maintenance and repair over new construction. TEA-21 specifically identifies mass transit users among the stakeholders given the opportunity to comment on plans and transportation improvement programs. Fostering more cross-jurisdictional collaboration, TEA-21 also requires coordination by metropolitan planning organizations where a project crosses MPO boundaries.

*add
to access
reverse
commute
shorts
line
to ?
(see p.
37)*

Transportation and Community and System Preservation Pilot (TCSP)

The TCSP Pilot program is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. This program fosters state, regional and local planning and implementation of transportation strategies which improve system efficiency; reduce environmental impacts; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. A total of \$120 million is authorized for this program for FYs 1999-2003.

Congestion Mitigation and Air Quality Improvement (CMAQ)

While the primary purpose of the CMAQ program is to help meet the requirements of the Clean Air Act, many projects eligible for CMAQ funding also have climate change benefits. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas that are now in compliance (maintenance areas). Funds are distributed by formula that considers an area's population by county and the severity of its air quality problems. Greater weight is given to carbon monoxide nonattainment and maintenance areas. CMAQ was continued in TEA-21 at a total funding level of \$8.1 billion for the 6 years of the Act.

than 100 case studies of sustainable real estate projects, vital statistics, contact information and video tours of the projects; searchable information about every stage of the development process, including market research, site planning, design, approvals, financing, construction, and marketing; dozens of DOE technology fact sheets; the DOE-supported Sustainable Building Technical Manual; MECcheck and COMcheck software, and the PLACES3 Guidebook for energy-efficient land-use planning.

Travel Model Improvement (TMIP). The DOT and EPA has established the Travel Model Improvement Program (TMIP). This program supports states, local areas, and stakeholder groups in the development and application of tools for the analysis of transportation and land use. The program includes training, technical assistance, improvements to existing analytical techniques, development of new analytic techniques and data collection. The program addresses freight and passenger modeling and has a separate component to address transportation and land use issues. The program seeks feedback from potential users, including state government, metropolitan planning organizations, environmental groups, state air quality agencies, transit operators, developers, and academics. This feedback guides TMIP and ensures that research focuses on developing products of use to local areas and on the effective delivery of these products.

Trust Responsibilities for Native American Communities. Almost one-quarter of the Department of Interior budget goes to programs administered by the Bureau of Indian Affairs. This is the focal point for the government's trust responsibilities, but each federal agency shares in the trust responsibility and must deal with the tribes on a government-to-government basis. The Bureau of Indian Affairs must consider economic, social, educational, cultural, and other aspects of communities in Indian country, within the context of enhancing Indian self-determination. The mission of the Bureau is to enhance the quality of life, promote economic opportunity, and carry out responsibilities to protect and improve the trust assets of Indian tribes and Alaskan natives. Program support includes social services, economic development, road construction and maintenance, water settlements, elementary and secondary education, and management of forest, mineral, fishery, and farmland resources.

Welfare to Work. The Federal government is fostering an intergovernmental partnership to assist ~~as many welfare recipients as possible~~ obtain work and increased economic independence. ~~New~~ Flexible block grants to states provide both impetus and opportunity for locally based regional employment strategies that can address the growing spatial separation of people needing jobs and employers without workers to the benefit of both low income families and employers.

The US Department of Health and Human Services is providing more than \$16 billion annually in block grants to states for Temporary Assistance for Needy Families and more than \$3 billion for Child Care and Development that include significant flexibility for states to craft effective work and support programs. The Department of Labor's Welfare to Work grants, which were enacted in the Balanced Budget Act of 1997 and provide \$1.5 billion in each of fiscal years 1998 and 1999 add resources specifically for localities to help hard to serve individuals gain access to and maintain employment.

Other Federal agencies are also supporting regional approaches to ~~welfare~~ ^{emerging} reform. For example, the Department of Housing and Urban Development has ~~three~~ ^{of} initiatives -- Bridges to Work, Jobs Plus, ~~and~~ ^{at} Moving to Work. These efforts, conducted jointly with other Federal agencies (Department of Transportation and HHS), local governments, and private foundations, link low-income individuals living in urban neighborhoods, including public housing, to suburban jobs by coordinating job placement and retention aid, transportation assistance, and other supportive services.

The newly-enacted Transportation Equity Act for the 21st Century created a new program for Job Access and Reverse Commute Grants. The \$750 million ^{competitive grant} program ~~is~~ ^{will allow} ~~designed~~ ^{communities} to develop transportation services to transport welfare recipients and low income persons to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use public transit services.

The Administration ^{private} has also encouraged public-private sector cooperation through such initiatives as the Welfare to Work Partnership with business and ^{welfare to work} ~~the~~ Coalition for ^{to sustain} Successful Job Retention with nonprofit and voluntary organizations to ^{help} ~~ensure the~~ success of welfare reform in communities across the country. ^{welfare recipients make a successful transition to work}

Wetlands Reserve Program (WPR) --This program, administered by USDA's Natural Resources Conservation (NRCS) in consultation with other Federal Agencies, is a voluntary program to restore and protect wetlands on private property.

add:

In addition, [see attached for on welfare to work Housing Vouchers]

Joelyn -
if there's anywhere else to mention WTW Housing Vouchers, please do. I was a little surprised to see them missing from the report.

Federal government's hiring initiative in which Federal agencies have committed to directly hire at least 10,000 welfare recipients in the next four years. Already, the federal government has hired nearly 8,500 welfare recipients, 80 percent of its planned hires. As a part of this effort, the White House pledged to hire six welfare recipients and has already exceeded this goal.

- **\$3 Billion to Help Move More People from Welfare to Work:** Because of the President's leadership, the 1997 Balanced Budget Act included the total funding requested by the President for the creation of his \$3 billion welfare to work fund. This program will help states and local communities move long-term welfare recipients, and certain non-custodial parents, into lasting, unsubsidized jobs. These funds can be used for job creation, job placement and job retention efforts, including wage subsidies to private employers and other critical post-employment support services. The Department of Labor provides oversight but most of the dollars will be placed, through the Private Industry Councils, in the hands of the localities who are on the front lines of the welfare reform effort. In addition, 25 percent of the funds are awarded by the Department of Labor on a competitive basis to support innovative welfare to work projects. The President announced the first round of 49 competitive grants in May, and the Vice President announced the second round of 75 competitive grants in November.
- **Tax Credits for Employers:** The Welfare to Work Tax Credit, enacted in the 1997 Balanced Budget Act, provides a credit equal to 35 percent of the first \$10,000 in wages in the first year of employment, and 50 percent of the first \$10,000 in wages in the second year, to encourage the hiring and retention of long term welfare recipients. This credit complements the Work Opportunity Tax Credit, which provides a credit of up to \$2,400 for the first year of wages for eight groups of job seekers. The President's proposed to extend both credits in his FY 1999 budget and the Omnibus Budget Act includes an extension through June 30, 1999.
- **Welfare-to-Work Housing Vouchers:** In his FY 1999 budget, the President proposed \$283 million for 50,000 new housing vouchers for welfare recipients who need housing assistance to get or keep a job, and Congress approved full funding for this new initiative. Families will use these housing vouchers to move closer to a new job, to reduce a long commute, or to secure more stable housing to eliminate emergencies that keep them from getting to work every day on time. Nearly all of these vouchers will be awarded to communities on a competitive basis, to communities who create cooperative efforts among their housing, welfare and employment agencies to assure the most effective use of this flexible new tool to help people make the transition from welfare to work.
- **Welfare-to-Work Transportation:** One of the biggest barriers facing people who move from welfare to work -- in cities and in rural areas -- is finding transportation to get to jobs, training programs and child care centers. Few welfare recipients own cars. Existing mass transit does not provide adequate links to many suburban jobs at all, or within a reasonable commute time. In addition, many entry level jobs require evening or weekend hours that are poorly served by existing transit routes. To help those on welfare get to work, President Clinton proposed a \$100 million a year welfare to work transportation