

1323 Marilyn Drive
Ogden, UT 84403
Phone (801) 394-9581
May 17, 2000

Dear, Dear Mr. President,

I have been writing
to you for years -
requesting that you
send my Mother & I
each a picture with
your authentic signature.

I know what you thought
of your wonderful Mother
and I have been taking
care of mine for 12 years.

I hope you are aware of
Shirley MacLaine (whom I
met at the '68 Democratic
Convention) philosophy -
and her past lives -
if Shirley is correct,
I may come back as the
President and you might
want 2 authentically
signed pictures - you really
have to think ahead.

I hope you honor request.

Dear WJC,

00 JUN 5 AM 8:34

Your kindness
was appreciated
very much.

Warm regards,

Leah Pappas

6-5-00

Send to Beekhardt?

Yes ☒

No ☐

cd

What?
Special
Thanks



Y-70



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23, 1936; d. George Thomas and Maria
(Harames) P. BA, Coll. St. Mary of
the Wasatch, 1959. Tchr. Bishop
Gorman High Sch., Las Vegas, Nev., 1959-64;
with Dist. Atty.'s staff, Las Vegas,
1972-75; tchr. Weber State Coll., Las
Vegas, 1985. Civic worker various
orgns., including Opera Guild, Heart Fund,
City of Hope, March of Dimes, also groups for
prevention of blindness, sr. citizens'
groups, others, Ogden and Las Vegas, 1955—;
cons. numerous polit. campaigns, Ogden, Las
Vegas and Boston, L.A., John F. Kennedy
campaign, 1959; alt. del. Chgo. Nat. Conv.;
vol. Senator Robert Kennedy Campaign, 1968;
supr. Senator Edward M. Kennedy Campaign,
Boston, 1970, 76, Presd. Campaign, 1980;
campaign worker Gov. Jerry Brown, L.A., 1978,
Pres. Bill Clinton, 1996; officer mgr.
Reagan-Bush Campaign, 1984. Greek
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 Mary of the Wasatch, 1959. Tchr.,
 Bishop Gorman High Sch., Las Vegas, Nev.,
 1959-64; with Dist. Atty.'s staff, Las
 Vegas, 1972-75; tchr. Weber State Coll.,
 Las Vegas, 1985. Civic worker various
 orgns., including Opera Guild, Heart Fund,
 City of Hope, March of Dimes, also groups for
 prevention of blindness, sr. citizens'
 groups, others. Ogden and Las Vegas, 1955—;
 cons. numerous polit. campaigns, Ogden, Las
 Vegas and Boston, L.A., John F. Kennedy
 campaign, 1959; alt. del. Chgo. Nat. Conv.,
 vol. Senator Robert Kennedy Campaign, 1966,
 supt. Senator Edward M. Kennedy Campaign,
 Boston, 1970, 76, Presd. Campaign, 1980;
 campaign worker Gov. Jerry Brown, L.A., 1976,
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(including cover):** 13

To: Lesel Loy
cc: spata as well

Re: Mint
JL

Comments:

Please give me a call at 202-293-0599 to discuss the following at your earliest convenience. Thanks. David.

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MERCER & ASSOCIATES, INC.

MEMORANDUM TO MINYON MOORE

From: David Mercer

Re: Julia Child and the Presidential Medal of Freedom

Date: June 1, 2000

Attached is a biography of Julia Child, the well-known and internationally acclaimed chef. A friend of ours was asking as to the possibility of nominating her to receive a Presidential Medal of Freedom. Her contributions to the culinary arts certainly go without saying, and along with Robert Mondavi founded the American Institute of Wine and Food which is dedicated to advancing our gastronomic heritage, including insights into issues such as American dining habits, nutrition, the safety of our food supply and the influence of other cultures on America's tastes. Please review, and then contact us to let us know what further follow-up is necessary. Thanks, and I look forward to speaking with you soon.

PRESIDENTIAL MEDAL OF FREEDOM

The Presidential Medal of Freedom may be awarded to any person who has made an especially meritorious contribution.

Eligibility:

Any United States citizen may be granted this award by the President.

Criteria:

This award recognizes individuals who have made significant meritorious contributions to the security or national interests of the United States; world peace; cultural or other significant public or private endeavors.

Return to PERMISS [Table of Contents](#) or [Management-Employee Relations Program](#).

THE AWARD

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[Selecting Recipients](#)
[The Certificate](#)
[The Medal and Accompanying Insignia](#)
[Wearing the Medal](#)
[Photograph](#)

The Presidential Medal of Freedom is America's highest civilian award and, among all American honors, it ranks second to only the Congressional Medal of Honor—the nation's highest military award. This great honor is reserved for individuals the President deems to have made especially meritorious contributions to the security or national interests of the United States, to world peace, or to cultural or other significant public or private endeavors. Though it may be awarded for singular acts of momentous import, it is generally conferred only for a lifetime of service or at the conclusion of a distinguished career.

The award is "given only after careful thought, always sparingly so as not to debase its currency." In the thirty years from the award's creation by President Kennedy through the close of the Bush administration, three hundred recipients were accorded this high honor. Of these three hundred recipients, only Ellsworth Bunker was twice awarded the Presidential Medal of Freedom. Since then, Colin Powell (who received the award from President Bush) was awarded a second Presidential Medal of Freedom by President Clinton.

CREATION

The idea of an annual National Honors List had been a topic of discussion for some time when, on November 28, 1962, the Gallup organization released the results of an opinion poll on the topic. In the poll, Americans were asked if they thought it would be a good idea to establish a National Honors List to recognize individuals for outstanding contributions in the arts, science, letters, education, religion, community service, and other similar endeavors. The pollsters found overwhelming support for the idea among Americans at all levels of educational attainment and in all age groups. They also found support among big majorities of Democrats, Republicans, and Independents.

On February 22, 1963, less than three months after the poll was released, President Kennedy issued an Executive Order creating the Presidential Medal of Freedom. He created it by renaming and redesigning a previous award—the Medal of Freedom—and by broadening its scope to include persons who had made especially meritorious contributions "in all forms of endeavor that are touched with the public interest." The new award was to be presented in two degrees, the Presidential Medal of Freedom with Distinction (the higher degree) and the

Presidential Medal of Freedom with Distinction (the higher degree), and the Presidential Medal of Freedom.

SELECTING RECIPIENTS

President Kennedy not only changed the name, design, and scope of the prior award, he also changed the process by which recipients were selected. In the past, the President, Service Secretaries, and the Secretary of State had been permitted to award the Medal of Freedom. However, President Kennedy declared that only the President could award the Presidential Medal of Freedom in either of its degrees. The Distinguished Civilian Service Awards Board was charged with nominating individuals to receive the award. Nevertheless, the President remained free to confer the award on persons not nominated by the Board and to reject its nominees. In 1970, President Nixon abolished the Board and its nominating role.

To nominate someone for the Presidential Medal of Freedom, write the President at:

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

THE CERTIFICATE

Each recipient receives a certificate signed by the President. The certificate contains a citation formally detailing the achievements for which the President is recognizing the individual. The President determines what the citation will say for each award. Due to space limitations on the face of the certificate, the citations are usually seventy words or less.

THE MEDAL AND ACCOMPANYING INSIGNIA

Each recipient receives a walnut presentation case. The case is lined with silver gray plush and white satin and contains the medal, a silver miniature medal, a ribbon bar, and a silver lapel emblem or bow. A silver disk containing the arms of the President of the United States is inset on the cover of the case. Production of presentation sets is very limited and, if the medal (or other insignia) is lost, it cannot be replaced.

The Presidential Medal of Freedom is a five-pointed white star set on a red

pentagon. A gold eagle is displayed between each pair of the star's points. In the center of the white star is a blue disc. The disc is edged with gold and bears a constellation of thirteen gold stars. The back of the medal is engraved with a serial number. The medal is in the form of a two-inch pendant suspended from a ribbon.

On those rare occasions when the Presidential Medal of Freedom is awarded with distinction, the medal is in the form of a three-inch star and is accompanied by a three and three-eighths inch wide sash and rosette of freedom blue (edged with white), a miniature gold medal, a ribbon bar, and a gold lapel emblem or bow.

WEARING THE MEDAL

The Presidential Medal of Freedom is worn as a pendant suspended from a freedom blue neck ribbon (edged with white) when worn by men and by women in uniform. When worn by women in civilian dress, the medal is suspended from a bow pinned above the left breast.

The Presidential Medal of Freedom with Distinction is worn with the sash over the right shoulder and the star pinned above the left breast. The rosette is fastened to the sash at the left hip (at the crossing of the sash).

**Presidential Medals of Freedom
Awarded during the Clinton Administration**

1993	Arthur Ashe, Jr. (athlete, tennis)
1993	William J. Brennan, Jr. (jurist)
1993	Marjory Stoneman Douglas (conservationist)
1993	J. William Fulbright (public servant)
1993	Thurgood Marshall (jurist)
1993	General Colin L. Powell (soldier)
1993	Joseph L. Raugh, Jr. (civil-rights and labor activist)
1993	Martha Raye (entertainer)
1993	John Minor Wisdom (public servant)
1994	Herbert Block (cartoonist)
1994	Cesar Chavez (labor leader)
1994	Arthur Flemming (government servant)
1994	James Grant (executive director, UNICEF)
1994	Dorothy Height (civil-rights leader)
1994	Barbara Jordan (public servant)
1994	Lane Kirkland (labor leader)
1994	Robert H. Michel (public servant)
1994	R. Sargent Shriver (government servant)
1995	Peggy Charren (children's television advocate)
1995	William Thaddeus Coleman, Jr. (public servant and civil-rights advocate)
1995	Joan Ganz Cooney (children's television advocate)
1995	John Hope Franklin (historian)
1995	A. Leon Higginbotham, Jr. (jurist and civil-rights advocate)
1995	Frank M. Johnson, Jr. (jurist)
1995	C. Everett Koop (public health worker)
1995	Gaylord A. Nelson (public servant and conservationist)
1995	Walter P. Reuther (labor leader)
1995	James W. Rouse (urban planner)
1995	William C. Velasquez (voting rights advocate)
1995	Lew R. Wasserman (media executive)
1996	James Scott Brady (gun control advocate)
1996	Cardinal Joseph Bernadin (Catholic leader)
1996	Millard D. Fuller (founder, Habitat for Humanity)
1996	David Alan Hamburg (physician and children's advocate)
1996	John H. Johnson (founder, <i>Ebony</i> and <i>Jet</i>)
1996	Eugene M. Lang (founder, "I Have a Dream" Foundation)

1996	Jan Nowak-Jezioranski (WWII Polish resistance fighter)
1996	Antonia Pantoja (Puerto Rican educational and economic advocate)
1996	Rosa Parks (civil-rights leader)
1996	Ginetta Sagan (advocate for political prisoners)
1996	Morris Udall (public servant)
1997	Robert Dole (public servant)
1997	William J. Perry (soldier)
1998	Arnold Aronson (civil-rights advocate)
1998	Brooke Astor (philanthropist)
1998	Robert Colcs (psychiatrist and author)
1998	Justin Dart, Jr. (founder of Americans with Disabilities Act)
1998	James Farmer (civil-rights leader)
1998	Dante B. Fascell (public servant)
1998	Zachary Fisher (philanthropist)
1998	Frances Hesselbein (former leader of the Girl Scouts of America)
1998	Fred Korematsu (activist redressing Japanese-American internment in WWII)
1998	Sol M. Linowitz (jurist)
1998	Wilma Mankiller (former Cherokee Nation leader)
1998	Margaret Murie (environmentalist)
1998	Mario G. Obledo (activist for Mexican-American civil rights)
1998	Elliot L. Richardson (public servant)
1998	David Rockefeller (philanthropist)
1998	Albert Shanker (educator)
1998	Adm. Elmo R. Zumwalt, Jr. (soldier)
1999	Lloyd M. Bentsen (public servant)
1999	Edgar M. Bronfman, Sr. (president of World Jewish Congress)
1999	President Jimmy Carter (public servant, activist)
1999	Rosalynn Carter (human-rights activist)
1999	Evelyn Dubrow (lobbyist)
1999	Sister Isolina Ferre (advocate for the poor)
1999	President Gerald Ford (public servant)
1999	Oliver White Hill (civil-rights lawyer)
1999	Max Kampelman (arms-control expert)
1999	Helmut Kohl (former German chancellor)
1999	Edgar Wayburn (Sierra Club leader)

David L. Mercer

From: Carolyn Margolis [Margolis.Carolyn@NMNH.SI.EDU]
Sent: Monday, May 15, 2000 4:57 PM
To: mercerassociates@msn.com
Subject: Favor--Julia Childs

David - I have a favor to ask, may be just picking your brain. I'm a member of a food and wine non-profit organization - The American Institute of Wine and Food and am on the local board and just came off the national board after a six year term! The organization was founded by Julia Child and Robert Mondavi. for years, we've been discussing how to get Julia the Presidential Medal of Freedom; we even got so far as to get Ted Kennedy to sent a letter to Clinton and Johnny Apple, who use to be on the national board, gave us some advice but nothing has come of it and time may be running out - Julia did vote for Clinton (I think she is a little sorry now). She is one of the Library of Congress's Living Legend and has received a special award from the Smithsonian, among others. Anyway, I thought you might have some ideas about who we could approach. One of the top vps at Porter Novelli is on our national board as well and I've got an email and call into him for ideas. but it occurred to me you might be able to give me an idea of where to go! Any help would be appreciated.
Thanks

BIOGRAPHY OF JULIA CHILD

Page 1 of 4

Julia Child was born Julia McWilliams in Pasadena, California. In 1934 she graduated from Smith College, and when World War II broke out, she joined the OSS (The Office of Strategic Services). Her first overseas assignment was in Ceylon, where she met Paul Child who was also in the OSS. From Ceylon they were sent to China, and after the war, returned to the United States where they were married. Mr. Child then joined the United States Information Agency and in October of 1948, after two years in Washington, was assigned to the American Embassy in Paris.

Julia fell in love with France and French cooking literally after the first bite. As soon as she and Paul were settled into their Paris apartment, she enrolled in the Cordon Bleu cooking school. After attending classes for about six months, she then studied privately. Among her teachers were chefs Max Bugnard, Claude Thilmond, and Pierre Mangelatte.

Through mutual friends, Julia met Simone Beck, who invited her to join the French women's gastronomical society, "Le Cercle des Gourmettes". Madame Beck introduced her to Louise Bertholle and the three women eventually opened their own cooking school in Paris, "L'Ecole des Trois Gourmands" -- "the school of the 3 hearty eaters". Following their joint collaboration Madame Bertholle continued to teach, and wrote a weekly food column for the Paris newspaper "France Soir"; among her several books, published both in France and the United States, is Les Recettes Secrètes des Meilleurs Restaurants de France. Madame Beck, who died in 1992 at the age of 87, continued teaching almost to the end of her life, giving private lessons at her home in the south of France. Her book, Simca's Cuisine, was published by Alfred A. Knopf, Inc., in October 1972. New Recipes from Simca's Cuisine was published by Harcourt Brace in 1979, and her third volume, Food and Friends, Recipes and Memories from Simca's Cuisine (Viking), was published in 1991, a few months before her death.

Mastering the Art of French Cooking by Child, Beck, and Bertholle was published by Alfred A. Knopf in 1961. Following its publication, Julia Child and Simone Beck made a two-month national tour of the United States with public cooking demonstrations, newspaper and magazine interviews, and television appearances. This was Julia's only contact with television until she came to Boston's Channel 2, WGBH.

In 1961 Paul Child retired from the Foreign Service, and he and Julia settled in Cambridge. She was invited to appear, in connection with her cookbook, on a WGBH program called "I've Been Reading." During the interview, she made an omelette and beat up some egg whites in her large copper bowl with her large balloon whip. From this appearance WGBH suggested the idea of a cooking series, and in the summer of 1962 she was asked to do three pilot shows which were well received -- there were no TV cooking shows at that time. Julia Child and "The French Chef" went on the air on February 11, 1963, and her cooking shows have been aired and repeated without interruption ever since. The French Chef Cookbook, published by Knopf in 1968, is a short course on classical French cooking, a compilation of the first 119 black and white programs. A paperback edition, published by Bantam Books followed in October 1971.

Julia Child has been interviewed and written about in such publications as Time, Life, Newsweek, The New Yorker, Vogue, Harper's Bazaar, The Atlantic, The Saturday Evening Post, Cosmopolitan, Family Health, The Christian Science Monitor, Woman's Day, Family Circle, House and Garden, The New York Times, TV Guide. In addition, she has appeared on numerous local television shows throughout the country, on such national shows as *The Today Show*, *Good Morning America*, as well as appearances with Johnny Carson, Merv Griffin, Mike Douglas, Dick Cavett, Phil Donahue, and David Letterman.

BIOGRAPHY OF JULIA CHILD

Page 2 of 4

In the spring of 1965 Julia Child received "The George Foster Peabody Award" for "distinguished achievement in Television," and in 1966 was the first TV personality to win an "Emmy." In 1972 she received another "Emmy" nomination.

In the late 1960's "The French Chef" went into color, and the first thirteen included a number of episodes including marketing in France, French chefs at work, and the making of French bread. These were filmed in France with Mrs. Child, and produced by Ruth Lockwood with a cinema crew from WGBH. Two additional groups of 26 shows for PBS followed in succeeding years, half of which were captioned for the deaf and hard of hearing.

In 1967 the French government awarded her the "Ordre de Mérite Agricole," and in 1976 the "Ordre de Mérite National". For work on French bread she was elected a member of the "Confrérie de Cérès," and in 1980 she was elected the first woman member of the American Chapter of the chef's society, *La Commanderie des Cordon Bleus de France*. In March of 1979, Julia Child was named "Woman of the Year" at the Third Annual Hall of Fame Awards Dinner for the Boston-New England Chapter of the National Academy of Television Arts and Sciences. She is an honorary member of the Phi Beta Kappa Society, and has received honorary degrees from Boston University, Bates College, Newbury College, Rutgers University, Smith College, and Harvard University.

Volume II of Mastering the Art of French Cooking, by Julia Child and Simone Beck, appeared in 1970; the two volumes were extensively revised and re-edited for publication both in hard cover and paperback in 1983. Mrs. Child's fourth book, From Julia Child's Kitchen, was published in 1975 by Alfred A. Knopf, Inc. It is a large very personal volume containing, among other things, the whole of "The French Chef" color series.

"Julia Child & Company", and "Julia Child & More Company" were taped at WGBH in 1978 and 1980, with Russell Morash as Producer, and Ruth Lockwood as Associate Producer. Each of the series was accompanied by a cookbook fully illustrated with color photographs; both books have now been combined into one volume called Julia Child's Menu Cookbook (Wings Books).

An entirely new concept for "The French Chef" was the "Dinner at Julia's" television series of 13 shows, released in 1984, and taped in Santa Barbara with Russell Morash as Producer. The shows include sequences such as salmon fishing in Puget Sound, artichoke and date farming, visiting a chocolate factory, and appearances by such famous visiting chefs as Wolfgang Puck, James Beard, and René Verdon, plus some of the best known wine makers of California.

Julia Child's first videocassettes, "The Way to Cook," were produced in 1985, under the auspices of Alfred A. Knopf, Inc. and WGBH-TV Boston, with Russell Morash as Producer. The series consists of 6 one-hour cassettes, each on a separate category -- fish, meat, poultry, vegetables, etc.

In addition to work on her own television shows and books, Mrs. Child wrote a monthly column for McCall's Magazine during the late 70's and early 80's. And, from 1982 to 1986 she produced a monthly-illustrated food article for Parade Magazine, with its then circulation of over 23 million copies and its readership of some 50 million.

Julia Child's The Way to Cook was published in 1989, and appeared on numerous best-seller lists including that of *The New York Times*. It was the first cookbook ever chosen as a *Main Selection* by "The Book-of-the Month Club". Based, among other sources, on her videotapes, her *Good Morning*

BIOGRAPHY OF JULIA CHILD

Page 3 of 4

America appearances, the "*Dinner at Julia's*" television recipes, and her *Parade* articles, The Way to Cook blends classic techniques with contemporary life styles. It is especially aimed at the generation of cooks who have not grown up in the old traditions and need a basic knowledge of good food so that they may enjoy fresh, healthy, wonderful and creative home cooking.

Her further television ventures have been as host of the PBS series, "Cooking with Master Chefs", "In Julia's Kitchen with Master Chefs" which received both an Emmy Award and a "Best Television Cooking Show" award from the James Beard Foundation. The "Baking with Julia" series contains 39 episodes and 27 different bakers and pastry chefs. In each of these programs Julia showcases a different well-known chef or baker teaching in a home kitchen with home equipment and home ingredients. The series is aimed at serious home cooks and would-be chefs. A handsome book generously illustrated with color photographs accompanies each of the series. Her newest television venture is a 22-part series with Jacques Pepin. It is a technique-based program aimed at teaching the serious home cook and would-be chef.

Julia Child is very much committed not only to the furthering of gastronomy as a recognized discipline, but also to the encouragement of young people to enter the profession. To this end she is sponsor of the International Culinary Fellowship administered by the Boston Foundation. She is also a member of the International Association of Cooking Professionals, the Culinary Historians of Boston, the Culinary Guild of New England, The James Beard Foundation, the Chefs Association of Santa Barbara County, and The American Institute of Wine & Food.

The American Institute of Wine & Food, of which she and Robert Mondavi are among the founders and honorary chairmen, is a non-profit educational organization established in 1981. Its object is to provide a focus for the study, development, and appreciation of gastronomy in all its manifestations, from growing and farming through preparation, presentation, and consumption. The primary aim of the Institute is the gathering, preservation, and dissemination of knowledge and the promotion of scholarly research. Concurrently it seeks to encourage a wider acceptance of the study of gastronomy in the liberal arts curricula of colleges and universities, and to facilitate a broad interdisciplinary exchange of information in the field to benefit professionals, business institutions, and the general public.

BIOGRAPHY OF JULIA CHILD

Page 4 of 4

Current Price List - February, 1997

List and current prices of Julia Child books.

Mastering the Art of French Cooking,

Volume I, 1961 by Beck, Bertholle, and Child; Volume II, 1970 by Beck and Child. New re-edited editions, 1983. (Alfred A. Knopf)

Hard cover Vol. I - \$37.50 Vol. II - \$35.00

Paperback Vol. I - \$22.95 Vol. II - \$22.95

Boxed set of Volumes I & II

Hard cover \$72.50

Paperback \$45.90

The French Chef Cookbook

(Ballantine/Cookbook/#38944) Paperback. \$5.99

From Julia Child's Kitchen

(Alfred A. Knopf 1975)

Hard cover \$39.95

Paperback \$21.95

Julia Child's Menu Cookbook (One-volume edition of the two "Company" books)

(Wings Books)

Hard cover ...\$29.95

The Way to Cook, 511 pages, 600 color photographs

(Alfred A. Knopf, 1989)

Hard Cover \$60.00

Soft Cover \$30.00

The Way to Cook, 6 one-hour video teaching cassettes (\$29.95 each VHS or BETA)

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Soft Cover \$17.95

In Julia's Kitchen With Master Chefs

(Alfred A. Knopf, 1995)

Hard Cover \$35.00

Soft Cover \$25.00

Baking with Julia, written by Dorie Greenspan

(William Morrow & Company, Inc.) Hard Cover \$40.00

Julia and Jacques Cooking at Home

(Alfred A. Knopf, 1999)

Hard Cover \$40.00



THE SECRETARY OF DEFENSE

1000 DEFENSE PENTAGON
WASHINGTON, DC 20301-1000

JUN 1 2000

00 JUN 5 AMB:18

The President
The White House
Washington, DC 20500

Dear Mr. President:

The House of Representatives and the Senate have unanimously passed House Joint Resolution 86. This Resolution, introduced by Congressman Tom E. ⁶⁻⁵⁻⁰⁰ of the Korean War and the service ts you issue a Proclamation callin to observe the 50th Anniversary of t on is enclosed for your ap

Should your c formal signing cererr national attention on could include promin States Senators and with the Resolution.

With your lea and contributions of that the American population recognize

, 2000, a d focus ceremony ght United d and helped is enclosed.

e sacrifices forgotten, and ae."

Respectfully yours,

Handwritten signature of Bill Clinton

Enclosures





THE SECRETARY OF DEFENSE
1000 DEFENSE PENTAGON
WASHINGTON, DC 20301-1000

JUN 1 2000

00 JUN 5 AM 8:18

The President
The White House
Washington, DC 20500

Dear Mr. President:

The House of Representatives and the Senate have unanimously passed House Joint Resolution 86. This Resolution, introduced by Congressman Tom Ewing, recognizes the 50th Anniversary of the Korean War and the service of our Korean War veterans, and requests you issue a Proclamation calling upon the people of the United States to observe the 50th Anniversary of the Korean War. A proposed Proclamation is enclosed for your approval.

Should your calendar permit, during the month of June, 2000, a formal signing ceremony and Presidential Proclamation would focus national attention on the Korean War and our veterans. The ceremony could include prominent Korean War veterans such as the eight United States Senators and Congressmen, and others who authored and helped with the Resolution. A list of the Senators and Congressmen is enclosed.

With your leadership, I am confident we can ensure the sacrifices and contributions of our Korean War veterans are no longer forgotten, and that the American population recognizes "Freedom Is Not Free."

Respectfully yours,

A handwritten signature in black ink, likely of William S. Cohen, is positioned below the "Respectfully yours," text. The signature is stylized and cursive.

Enclosures



Recognizing the 50th anniversary of the Korean War and the service by members of the Armed Forces during such war, and for other purposes. (Enrolled Bill (Sent to President))

--H.J.Res.86--

H.J.Res.86

One Hundred Sixth Congress
of the
United States of America
AT THE SECOND SESSION

Begun and held at the City of Washington on Monday,
the twenty-fourth day of January, two thousand
Joint Resolution

Recognizing the 50th anniversary of the Korean War and the service by members of the Armed Forces during such war, and for other purposes.

Whereas on June 25, 1950, Communist North Korea invaded South Korea with approximately 90,000 troops, thereby initiating the Korean War;

Whereas on June 27, 1950, President Harry S Truman ordered military intervention in Korea;

Whereas approximately 5,720,000 members of the Armed Forces served during the Korean War to defeat the spread of communism in Korea and throughout the world;

Whereas casualties of the United States during the Korean War included 54,260 dead (of whom 33,665 were battle deaths), 92,134 wounded, and 8,176 listed as missing in action or prisoners of war; and

Whereas service by members of the Armed Forces in the Korean War should never be forgotten:

Now, therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Congress--

- (1) recognizes the historic significance of the 50th anniversary of the Korean War;
- (2) expresses the gratitude of the people of the United States to the members of the Armed Forces who served in the Korean War;
- (3) honors the memory of service members who paid the ultimate price for the cause of freedom, including those who remain unaccounted for; and

(4) calls upon the President to issue a proclamation--

(A) recognizing the 50th anniversary of the Korean War and the sacrifices of the members of the Armed Forces who served and fought in Korea to defeat the spread of communism; and

(B) calling upon the people of the United States to observe such anniversary with appropriate ceremonies and activities.

Speaker of the House of Representatives.

Vice President of the United States and

President of the Senate.

THE WHITE HOUSE
Office of the Press Secretary

For Immediate Release

June 25, 2000

COMMEMORATION OF THE 50TH ANNIVERSARY OF THE KOREAN WAR

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

Fifty years ago, on Sunday morning, June 25th, peace in the Land of the Morning Calm was shattered when Soviet-backed North Korean forces invaded South Korea in an attempt to forcibly unify the Korean Peninsula under the Stalinist North Korean Communist regime. President Harry S. Truman responded almost immediately by sending United States military forces, based in Japan, to Korea to stop the North Korean attack. The United Nations Security Council also acted quickly, recommending that its members furnish assistance to the Republic of Korea to repel the armed attack and to restore international peace and security in the area. The Security Council authorized a unified United Nations Command and asked the United States to appoint a commander. By war's end, 22 nations, including South Korea and the United States, would answer the United Nations' call.

The Korean War marked the first time in history that a world organization of states had taken up arms to oppose aggression and keep the peace. By successfully defending the Pusan Perimeter, United Nations forces denied the enemy the lightning victory it had envisioned. When the United Nations turned to the offensive with the Inchon landing and the breakout from the Pusan Perimeter in September 1950, North Korean forces were cut off from their supplies and quickly retreated north. The war seemed to be drawing to a quick conclusion, and some hoped that the troops would be "home by Christmas." However, the entry of Communist Chinese forces into the war put an end to those hopes and a new face on the war. Ultimately, the United Nations forces stood their ground against the Communist aggression and maintained the independence and security of the Republic of Korea. In essence, the Korean War was the first war of the Cold War, and marked the beginning of the end of the Cold War.

Over the next three and a half years, Americans will gather to observe various anniversaries and significant events of the Korean War. I have asked the Secretary of Defense to help coordinate commemorative events and to develop commemorative and educational materials to honor our veterans and educate the American public about the veterans' sacrifices and contributions. I urge all civic and veterans groups as well as businesses and state and local governments to join in this effort by conducting their own remembrances.

During this period, we will honor our courageous servicemen from every race, creed and walk of life, who answered their Nation's call to defend the freedom and liberty of a little known, far away country with one of the most hostile climates and terrain on earth. We also want to remember those who became prisoners of war and had to endure brutal treatment under extremely harsh conditions. Most of all, we will honor the 36,940 who gave their lives in that war, as well as the 8,176 who are still listed as Missing in Action. Whether it was in the early days around the Pusan Perimeter when we had to trade space for time to prepare and deploy sufficient forces to Korea; or in the savage fighting that occurred once the Chinese entered the War; or during the prolonged period of negotiating the armistice that ended the fighting - - these souls and their families, above all others, know that "Freedom Is Not Free."

Those of us who remember the Korean War must pass on the lessons we have learned to our children and grandchildren. Never again will America be unprepared. Never again will we allow our armed forces to become hollow or rely too much on any one capability. America's armed forces must and will continue to lead the world. Our most important strengths are our willingness to stand for freedom and our leadership. Today, the world needs our strength and leadership more than ever.

The war in Korea set into place a blueprint for the United States and United Nations to deal, on a global scale, with armed aggression. Potential aggressor nations and terrorist groups know that they cannot act with impunity, and that the United States and the United Nations will be there to answer the call when the freedom and security of peace-loving people are threatened. The world is a safer place because of the sacrifices and contributions of our Korean War veterans. Because of them, America's best days lie ahead of us. May God continue to bless America--freedom's home.

NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, do hereby proclaim the period from June 25, 2000 through November 11, 2003, as the official United States commemoration of the 50th Anniversary of the Korean War. I urge all Americans to observe this period with appropriate programs, ceremonies, and activities in honor of the Americans who served in the Korean War.

IN WITNESS WHEREOF, I have hereunto set my hand this the ____ day of _____ in the year of our Lord two thousand, and of the Independence of the United States of America the two hundred and twenty-fourth.

**Korean War Veterans in the
United States Senate and
House of Representatives**

Senator Ben Nighthorse Campbell (R-CO)

Senator John W. Warner (R-VA)

Congressman Bill Archer (R-TX-7)

Congressman Michael Bilirakis (R-FL-9)

Congressman John Conyers Jr. (D-MI-4)

Congressman Sam Johnson (R-TX-3)

Congressman Charles B. Rangel (D-NY-15)

Congressman Floyd D. Spence (R-SC-2)

A benefit for the
Children's Diabetes
Foundation

May 30, 2000

4086
254



President and Mrs. William J. Clinton
The White House
c/o Ms. Nancy Hernreich
Director of Oval Office Functions
OEOB-1000, 1600 Pennsylvania Ave
Washington, DC 20500-0001

00 JUN 5 PM 12:04

Mr. and Mrs. Marvin Davis
Chairmen

Dear Bill and Hilary,

We are honored that you have lent your names as Honorary Chairmen of the Carousel of Hope. Your support gives great strength to the fight against diabetes.

Now in its 14th year, The Carousel of Hope has become a legendary star-studded event, which consistently raises over \$6 million in a single night. The Ball is supported and attended by the entire entertainment industry, leaders from the world of business and the arts and celebrated guests from all over the world -- all joining hands and hearts to conquer this devastating disease.

This year Ricky Martin will be our Featured Performer, and Jay Leno will again be our Master of Ceremonies. David Foster is the Music Director and George Schlatter the Producer. As always, the Carousel stage will be graced by some of the world's greatest performers.

Insulin-dependent diabetes is the most severe form and it most often strikes children who must depend upon up to five injections of insulin daily to survive. But
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Mr. and Mrs. Marvin Davis

A benefit for the
Children's Diabetes
Foundation

May 30, 2000



Mr. and Mrs. Marvin Davis
Chairmen

President and Mrs. William J. Clinton
The White House
c/o Ms. Nancy Hernreich
Director of Oval Office Functions
OEOB-1000, 1600 Pennsylvania Ave
Washington, DC 20500-0001

4086
552
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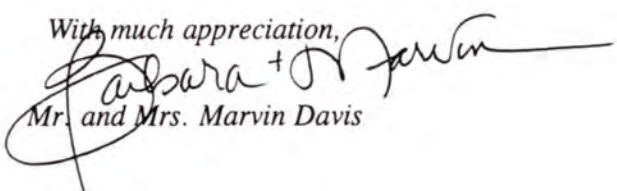
This year Ricky Martin will be our Featured Performer, and Jay Leno will again be our Master of Ceremonies. David Foster is the Music Director and George Schlatter the Producer. As always, the Carousel stage will be graced by some of the world's greatest performers.

Insulin-dependent diabetes is the most severe form and it most often strikes children who must depend upon up to five injections of insulin daily to survive. But insulin is not a cure. Our youngest daughter was diagnosed with diabetes at age seven. She is one of 16 million Americans who has this disease which can destroy sight, kidneys and limbs as well as creating a high risk for heart disease and stroke.

Funds raised at the Ball will benefit over 3,500 children and young adults who come from all over the world to receive care at the Barbara Davis Center for Childhood Diabetes...children who are counting on us to put an end to their suffering. A portion of the proceeds will also be given to the Los Angeles chapters of the American Diabetes Association and Juvenile Diabetes Foundation International.

You have both been so wonderful to help us in the past and for that we will be forever grateful. It would be so wonderful and mean so much to have you with us at The Carousel of Hope. Your presence will give strength in this fight and help children with diabetes reach for their brass ring: the cure.

With much appreciation,


Mr. and Mrs. Marvin Davis

*A benefit for the
Children's Diabetes
Foundation*



*Mr. and Mrs. Marvin Davis
Chairmen*

THE FACTS

- WHAT:** The Carousel of Hope
- WHEN:** October 28, 2000
The Beverly Hilton, Beverly Hills, California
- WHY:** Proceeds benefit health care and research at the **Barbara Davis Center for Childhood Diabetes** where over 3,000 children receive specialized care. The Foundation supports the programs at the BDC. Donations will also be given to the LA chapters of the Juvenile Diabetes Foundation and American Diabetes Association.
- WHO:**
- Chairmen:** Barbara and Marvin Davis
- Honorary Chairmen:**
The President and Mrs. Clinton
- Honorary Co-Chairmen:**
Vice President and Mrs. Albert Gore
President and Mrs. Gerald R. Ford
President and Mrs. Ronald Reagan
- Entertainers:**
Ricky Martin
- Program Participant:**
Sidney Poitier
- Master of Ceremonies:**
Jay Leno
- Music Director:**
David Foster
- Music Chairmen:**
Clive Davis
Quincy Jones
Peter Lopez
Angelo Medina
- Producer:** George Schlatter
- Host:** Merv Griffin

MAJOR SPONSORS: Guess? Inc., Toys "R" Us, Joseph E. Seagram & Sons, Merv Griffin's Beverly Hilton, American Airlines and Sotheby's

HOW: Funds are raised through invitation-only seating, Silent Auction and a Journal. Tables are \$50,000, \$25,000, \$15,000 and \$10,000. The support of the entire community is behind this effort, including the movie studios, television networks, talent agencies, the music industry as well as corporations, celebrities and prominent friends from all over the world.

HISTORY: This will be the 14th Carousel Ball. In 1998 the event raised over \$6 million dollars. Since its inception in 1978, the Ball has raised close to \$50 million. Since 1990 featured entertainers have included Whitney Houston, Stevie Wonder, Bette Midler, Michael Bolton, Rod Stewart, Neil Diamond, Placido Domingo, Natalie Cole, Celine Dion and Babyface.

The CAROUSEL

1998 NEWS CLIPPINGS



Babyface; Celine Dion; Miss America, Nicole Johnson

BEVERLY HILLS
 [213]

InStyle

People
 weekly

DAILY VARIETY

Los Angeles Times

LIZ SMITH



W
 Suzy

HELLO!

Entertainment
 WEEKLY

LE SOIR

THE HOLLYWOOD REPORTER

Barbara Davis Center for Childhood Diabetes



Children's Diabetes Foundation



THE CAROUSEL OF HOPE JOURNAL ADVERTISING ORDER FORM

Proceeds benefit the Barbara Davis Center for Childhood Diabetes, Children's Diabetes Foundation, American Diabetes Association and Juvenile Diabetes Foundation International.

Advertiser _____

Address _____ Phone/ext. _____ Fax _____

City _____ State _____ Zip _____

Authorized by _____ Title _____

Please Reserve _____ Ad(s) at \$ _____ each

PLEASE CHECK ALL ITEMS THAT APPLY

- ☐ Film enclosed ☐ Match print enclosed ☐ Lino enclosed ☐ Laserprint enclosed ☐ Disk enclosed
☐ Copy enclosed ☐ Copy or ad to come from my agency
☐ Children's Diabetes Foundation to prepare ad ☐ Repeat previous ad

DEADLINE: All donor forms must be received by June 1, 2000

Suggested Copy/Additional Instructions: _____

Advertising Agency _____ Contact _____

Address _____ Phone/ext. _____ Fax _____

City _____ State _____ Zip _____

MECHANICAL REQUIREMENTS FOR CAMERA READY ARTWORK:

TRIM SIZE OF JOURNAL: 9 X 12"

PRINTED SHEET-FED OFFSET

BLEED AD PAGE DIMENSION:

HALF PAGE: 9¼" x 6" or 4½" x 12¼"

Full Page: 9¼" x 12¼"

Two-Page Spread: 18¼" x 12¼"

PREFERRED MATERIALS:

Negatives RRED (Right Reading Emulsion Side Down)

Recommended screen rule: 150 LPI

Density of tone: 300% Max

Proofs: Laminated contact proof, MP11 or similar

Proofs: 1, 2, and 3 color film-overlay proof (color key) or similar

ELECTRONIC DOCUMENTS ACCEPTED:

Macintosh format only.

Supply all fonts and import graphics.

Do not trap document, we will do it.

Floppy, Zip or Jaz disks accepted.

If you are unable to provide these materials, the CDF office will be happy to assist you in the preparation of your ad.

FOR INFORMATION, PLEASE CALL:

Cindy Barton, Creative Director

or Katie Paluczak, Advertising Manager

303-863-1200 or 800-695-2873

Fax: 303-864-1931 or 303-863-1122

MAKE CHECK PAYABLE TO: Children's Diabetes Foundation (CDF) Journal

☐ Payment Enclosed \$ _____ ☐ Bill me

Name of Volunteer Solicitor

Please mail check, copy and artwork to: Cindy Barton
Children's Diabetes Foundation
777 Grant Street, Suite 302
Denver, CO 80203

White, Yellow and Pink Copies to CDF Office...Gold Copy to Advertiser



THE CAROUSEL OF HOPE SILENT AUCTION DONOR FORM

Proceeds benefit the Barbara Davis Center for Childhood Diabetes, Children's Diabetes Foundation, American Diabetes Association and Juvenile Diabetes Foundation International.

Donor _____

(PLEASE PRINT THE ABOVE INFORMATION AS YOU WOULD LIKE IT TO APPEAR IN THE AUCTION CATALOGUE)

Address _____

City _____ State _____ Zip _____

Phone/ext. _____ Fax _____

Authorized by _____ Title _____

Signature _____ Date _____

DEADLINE: All donor forms must be received by July 7, 2000 in order to be included in the Auction Catalogue. All items and props must be received by September 15, 2000.

Item _____ Value _____

Description _____

Arrangements _____

(ANY GIFT CERTIFICATES SHOULD BEGIN OCT. 28, 2000 AND EXPIRE NO EARLIER THAN OCT. 28, 2001)

Material (color) _____

Size (exchangeable) _____

Measurements (shape or size) _____

Additional Instructions _____

Auction Committee Volunteer _____

For Information Contact:

Dana Davis
310-278-7015
310-205-9467 - Fax

Nancy Davis Rickel
310-472-3535
310-471-4975 - Fax

Diane Young
Children's Diabetes Foundation
777 Grant St., Suite 302
Denver, CO 80203
303-863-1200 or
800-695-2873
303-864-1931 - Fax

*Please fax or mail white and yellow copies to Diane Young C/O Children's Diabetes Foundation, pink copy to Donor
Tax Exempt #84-0745008*

ARKANSAS STATE HIGHWAY COMMISSION



HERBY BRANSCUM, JR., CHAIRMAN
PERRYVILLE

JOHN "M" LIPTON, VICE CHAIRMAN
WARREN

J.W. "BUDDY" BENAFIELD
HICKORY PLAINS

P.O. Box 2261
LITTLE ROCK, ARKANSAS 72203-2261
TELEPHONE No. (501) 569-2000
FAX No. (501) 569-2400
May 25, 2000

MARY P. "PRISSY" HICKERSON
TEXARKANA

JONATHAN BARNETT
SILOAM SPRINGS

DAN FLOWERS
DIRECTOR OF
HIGHWAYS AND TRANSPORTATION

Patricia K. [Signature]

00 JUN 5 PM 12:02

The President
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D. C. 20500-2000

Dear President Clinton:

You will recall that I spoke with you recently at the White House about the situation of our mutual friend, John Horsley. You asked that I send you something on the matter.

As you know, John was hired as the Executive Director of the American Association of State Highway and Transportation Officials (AASHTO) in Washington, D. C.

Since John was an a
prior to being hired by our a
working relationship with his
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Our association believ
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I am enclosing a deta
supports our position that John

John, as you well kno
your administration. He has
restriction. However, his effe
Order 12834 relative to John's

Thank you for your interest in this matter and we certainly appreciate your support of transportation in America.

Sincerely,

[Signature]

Dan Flowers
Director of Highways
and Transportation

Enclosure (1)

6-5-00
TO BURKHARDT FOR
REPLY - BC SIG
COORDINATE W/ COUNSEL

cc: COUNSEL

Department of Transportation
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ARKANSAS STATE HIGHWAY COMMISSION

HERBY BRANSCUM, JR., CHAIRMAN
PERRYVILLE

JOHN "M" LIPTON, VICE CHAIRMAN
WARREN

J.W. "BUDDY" BENAFIELD
HICKORY PLAINS



P.O. Box 2261
LITTLE ROCK, ARKANSAS 72203-2261
TELEPHONE No. (501) 569-2000
FAX No. (501) 569-2400
May 25, 2000

MARY P. "PRISSY" HICKERSON
TEXARKANA

JONATHAN BARNETT
SILOAM SPRINGS

DAN FLOWERS
DIRECTOR OF
HIGHWAYS AND TRANSPORTATION

00 JUN 5 4:12:02

The President
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D. C. 20500-2000

Dear President Clinton:

You will recall that I spoke with you recently at the White House about the situation of our mutual friend, John Horsley. You asked that I send you something on the matter.

As you know, John was hired as the Executive Director of the American Association of State Highway and Transportation Officials (AASHTO), with headquarters in Washington, D. C.

Since John was an appointee to a top-level position with the U. S. Department of Transportation prior to being hired by our association, he has worked under the provision of federal law regarding his working relationship with his former employer, i.e., one-year prohibition of dealing directly with members of the U. S. Department of Transportation and related agency staff.

Our association believes strongly that the AASHTO Executive Director represents the states (in effect an employee of the states) and as a result should not be subject to the five year restrictions imposed by Executive Order 12834.

I am enclosing a detailed document which was prepared for your consideration. This document supports our position that John is in effect an employee of the states.

John, as you well know, is an outstanding transportation professional and a great reflection on your administration. He has served our association in an exemplary manner under the one-year restriction. However, his effectiveness will be greatly enhanced by lifting the restrictions of Executive Order 12834 relative to John's dealings with the U. S. Department of Transportation.

Thank you for your interest in this matter and we certainly appreciate your support of transportation in America.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dan", is written over a horizontal line.

Dan Flowers
Director of Highways
and Transportation

Enclosure (1)



American Association of
State Highway and
Transportation Officials

Thomas R. Warne, President
Executive Director
Chief Administrative Officer
Utah Department of Transportation

May 19, 2000

John Horsley
Executive Director

The President
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D.C. 20502

Dear President Clinton:

We wish to bring new information to your attention which may allow you and the Office of White House Counsel to conclude that the restrictions of Executive Order 12834, should no longer apply to our Executive Director John Horsley, and thus obviate the need to apply for a waiver from the post-employment restrictions currently in effect.

On February 1, 1999, Mr. Horsley resigned as Associate Deputy Secretary of the U.S. Department of Transportation and became Executive Director of the American Association of State Highway and Transportation Officials (AASHTO), a 501(c)(3) non-profit educational and scientific organization. He works directly and exclusively, as the full-time, salaried employee representing the 50 states, Puerto Rico and the District of Columbia. Because federal law and Executive Order 12834 exempt from post-employment restriction an employee of "an agency or instrumentality of a State or local government," we believed Mr. Horsley would fall under this exemption. The Department of Justice ruled otherwise. Accordingly, Mr. Horsley has abided by that ruling and completed the statutory year of post-employment restriction on direct communication with the U.S. Department of Transportation February 1, 2000. The question now is whether that restriction should continue to apply for an additional four years?

In November, Mr. Horsley met with Ms. Amy Comstock of your Office of White House Counsel to discuss whether the application for a waiver as provided under Executive Order 12834, was a possible avenue of relief. She indicated that very few waivers have been granted by the Administration, but in the course of discussion indicated that were AASHTO to clarify the binding nature of its decisions on states, this might change the assessment of whether AASHTO was determined to be, "an instrumentality of the States." We would therefore like to bring the following new information to your attention.

At the April 9, 2000 meeting of the AASHTO Board of Directors, unanimous approval was given to a resolution (Attachment A), confirming that AASHTO is an instrumentality of the state departments of transportation which constitute its membership, and that actions taken by its board of directors in developing standards, policies, codes and specifications are considered binding by the state departments of transportation.

Others also recognize the role AASHTO plays as an instrumentality of state governments.

Federal Regulation: AASHTO Standards are incorporated by reference in Section 625 of 23CFR, including those addressing "geometric design, specifications for highway bridges, specifications for transportation materials, and methods of sampling and testing."

State Regulation: (Note examples from four states and additional information at Attachment B.)

- A. The Arkansas State Highway and Transportation Department has formally adopted several AASHTO policies as its own including those addressing "geometric design, bridge specifications, Interstate System design and pavement structures."
- B. The Maryland Department of Transportation's Standard Specifications for Construction and Materials requires conformance with AASHTO recommendations in traffic maintenance, construction, welding, retaining walls, breakaway systems, materials and lighting structures.
- C. The Mississippi Department of Transportation highway design manual is based on the criteria of the "AASHTO: A Policy on Geometric Design of Highways and Streets."
- D. The Utah Department of Transportation 1998 Design Process Guide states that all Federal Aid Projects and all local government project plans must "certify that they meet all applicable AASHTO standards."

The Courts: In personal injury and tort cases involving highway accidents, expert witnesses are asked whether the road section involved was built in conformance with AASHTO standards.

U.S. Patent Office: AASHTO is recognized by the U.S. Patent Office as the holder of the trademark for the shield marking the Interstate Highway System.

Numbering the Interstates: The states own America's Interstate highways, not the federal government. In accordance with a process agreed to by all of the states, AASHTO numbers the Interstate highways: State DOTs propose a number and file an application with AASHTO. Once reviewed by FHWA, AASHTO makes a final decision on the proposal.

In light of this information, let us summarize why we believe you may now conclude that the restriction on communication between our Executive Director and the U.S. Department of Transportation should no longer apply.

1. Since 1914 the states and the federal government have relied on AASHTO as the organization to promote their common goals. The standards and specification developed by the states through AASHTO have become the standards and specifications for the Nation's highway system, and have been formally adopted by the Federal Highway Administration. It is axiomatic that the state and federal bodies which administer the Nation's highway system need to communicate with one another, and that as the principal organization representing the states, AASHTO through its executive director needs to be able to communicate directly with representatives of the U.S. Department of Transportation.

2. The Office of Legal Counsel in the Department of Justice when it ruled on whether Mr. Horsley qualified for exemption, did not have the information provided above. As clarified by the resolution passed by AASHTO's Board of Directors April 9, 2000, AASHTO is an instrument of the state departments of transportation that comprise its membership. Other than the fact that AASHTO was created by the States acting in their own right, rather than by an act of Congress, it is no different than the Southern State Nuclear Compact, which was held by the Office of Government Ethics to be an instrumentality of government for purposes of applying the statutory exemption. As recognized by your Executive Order on Federalism, states remain free to create government instrumentalities to represent their collective interests which are just as valid as those instrumentalities created by act of Congress.
3. A determination of exemption will benefit the states and the federal government, not Mr. Horsley. He is not a lobbyist or outside consultant, but a full-time, salaried employee of the states, who, as his predecessor before him, needs to communicate with U.S. DOT officials as part of his regular job. To restrict direct contact would continue to make communication between AASHTO and U.S. DOT cumbersome and inefficient. Removing the restriction would serve the public interest.
4. According to Executive Order 12834, once the one-year statutory cooling off period has concluded, communicating with regard to government grants, contracts and similar benefits as an employee of a 501(c)(3) non-profit educational and scientific organization is exempt from the restriction. This characterization would apply to all direct communication by AASHTO with the U.S. Department of Transportation regarding the federal-aid highway, transit and aviation programs.

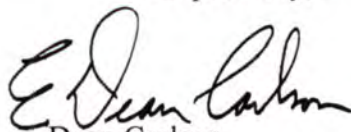
For all of the above reasons we request that a determination be made that post-employment restrictions on Mr. Horsley's communications with his former employer the U.S. Department of Transportation no longer apply.

Your consideration of this matter would be greatly appreciated.

Respectfully,



Thomas R. Warne
President - AASHTO



Dean Carlson
Vice President - AASHTO



Dan Flowers
Past President-
AASHTO

cc: Amy Comstock, Office of White House Counsel

(APPROVED BY THE BOARD OF DIRECTORS
APRIL 9, 2000)

Administrative Resolution AR-3-00

Title: On the Nature of the Association

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) was established in Atlanta in 1914 to provide a forum for state departments of highways and transportation to collectively develop technical transportation standards, policies, codes, and standard specifications; and

WHEREAS, AASHTO is the only national forum dealing with both general and technical policies and standards in which the transportation departments of all fifty states, the District of Columbia and Puerto Rico are active, dues paying members; and

WHEREAS, the leadership of the U.S. Department of Transportation and its modal administrations look to AASHTO as the collective voice of the state departments of transportation on matters of national transportation policy; and

WHEREAS, AASHTO has developed a due process for the establishment and maintenance of technical policies and standards wherein experts drawn from each member department participate in the development of draft standards and each standard is adopted only after a supermajority of two-thirds of the fifty-two member departments agree; and

WHEREAS, each of the AASHTO member departments comport with and are guided by these standards in the course of planning, designing, constructing and operating transportation facilities, and all have formal processes for adopting these standards for use in their respective states; and

WHEREAS, certain AASHTO standards are incorporated by reference in Section 625 and elsewhere of 23CFR through rulemaking by the Federal Highway Administration (FHWA), including *inter alia* the current editions of A Policy on Geometric Design of Highways and Streets, Standard Specifications for Highway Bridges, AASHTO LRFD Bridge Design Specifications, and Standard Specifications for Transportation Materials and Methods of Sampling and Testing; and

WHEREAS, compliance with these referenced standards is a condition of receipt of federal highway financial aid by the state departments.

NOW, THEREFORE, BE IT RESOLVED that through their participation in AASHTO, the Member Departments acknowledge that AASHTO is an instrumentality of their respective state government agencies and that as provided in AASHTO's corporate by-laws, a two-thirds favorable vote of the AASHTO Board of Directors "shall be considered binding" in developing and formulating standards, policies, codes and standard specifications, the most significant of which are adopted by the Federal Highway Administration as approved standards for federal aid highway projects.

G. Mack Roberts, Director
Alabama Department of
Transportation

Joseph L. Perkins,
Commissioner
Alaska Department of
Transportation & Public
Facilities

Mary Peters, Director
Arizona Department of
Transportation

Dan Flowers, Director
Arkansas Department of
Transportation

Jose' Medina, Director
California Department of
Transportation

Thomas Norton, Executive
Director
Colorado Department of
Transportation

James F. Sullivan,
Commissioner
Connecticut Department of
Transportation

Anne P. Canby, Secretary
Delaware Department of
Transportation

Vanessa Dale, Director
D.C. Department of Public
Works

Thomas F. Barry, Secretary
Florida Department of
Transportation

Wayne Shackelford,
Commissioner
Georgia Department of
Transportation

Kazu Hayashida, Director
Hawaii Department of
Transportation

Dwight Bower, Director
Idaho Transportation
Department

Kirk Brown, Secretary
Illinois Department of
Transportation

Cristine Klika,
Commissioner
Indiana Department of
Transportation

Mark F. Wandro, Director
Iowa Department of
Transportation

E. Dean Carlson, Secretary
Kansas Department of
Transportation

James C. Codell, III,
Secretary
Kentucky Transportation
Cabinet

Kam K. Movassaghi,
Secretary
Louisiana Department of
Transportation and
Development

John Melrose, Commissioner
Maine Department of
Transportation

John D. Porcari, Secretary
Maryland Department of
Transportation

Kevin J. Sullivan
Secretary
Massachusetts Executive
Office of Transportation &
Construction

James R. DeSana, Director
Michigan Department of
Transportation

Elwyn Tinklenberg,
Commissioner
Minnesota Department of
Transportation

Kenneth Warren, Executive
Director
Mississippi Department of
Transportation

Henry Hungerbeeler,
Director
Missouri Department of
Transportation

Marvin Dye, Director
Montana Department of
Transportation

John L. Craig, Director
Nebraska Department of
Roads

Thomas E. Stephens,
Director
Nevada Department of
Transportation

Leon Kenison,
Commissioner
New Hampshire Department
of Transportation

James Weinstein,
Commissioner
New Jersey Department of
Transportation

Pete Rahn, Secretary
New Mexico Highway &
Transportation Department

Joseph H. Boardman,
Commissioner
New York Department of
Transportation

David T. McCoy, Secretary
North Carolina Department
of Transportation

Tom Freier, Director
North Dakota Department of
Transportation

Gordon Proctor, Director
Ohio Department of
Transportation

Neal McCaleb, Secretary
Oklahoma Department of
Transportation

Grace Crunican, Director
Oregon Department of
Transportation

Bradley L. Mallory,
Secretary
Pennsylvania Department of
Transportation William

Sergio Gonzalez, Secretary
Puerto Rico Department of
Transportation & Public
Works

William Ankner, Director
Rhode Island Department of
Transportation

Elizabeth Mabry, Executive
Director
South Carolina Department
of Transportation

Ron Wheeler, Secretary
South Dakota Department of
Transportation

John Bruce Saltsman,
Commissioner
Tennessee Department of
Transportation

Charles Heald Executive
Director
Texas Department of
Transportation

Thomas R. Warne, Executive
Director
Utah Department of
Transportation

Brian Searles, Secretary
Vermont Agency of
Transportation

Shirley Ybarra
Virginia Department of
Transportation

Sid Morrison, Secretary
Washington Department of
Transportation

Samuel Beverage, Secretary
West Virginia Department of
Transportation

Terry Mulcahy, Secretary
Wisconsin Department of
Transportation

Sleeter Dover, Director
Wyoming Department of
Transportation

ARKANSAS STATE HIGHWAY COMMISSION

HERBY BRANSCUM, JR., CHAIRMAN
PERRYVILLE

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TEXARKANA

JONATHAN BARNETT
SILOAM SPRINGS

DAN FLOWERS
DIRECTOR OF
HIGHWAYS AND TRANSPORTATION

P.O. Box 2261
LITTLE ROCK, ARKANSAS 72203-2261
TELEPHONE No. (501) 569-2000
FAX No. (501) 569-2400

April 26, 2000

Mr. David J. Hensing
Deputy Executive Director,
American Association of State Highway and Transportation Officials
444 North Capitol St., NW, Suite 249
Washington, DC 20001

RE: Administrative Resolution AR-3-00

Dear Mr. Hensing:

As you will recall, the American Association of State Highway and Transportation Officials (AASHTO) Board of Directors adopted Administrative Resolution AR-3-00, which makes reference to various AASHTO publications that have been adopted by its state members.

This is to advise that the Arkansas State Highway and Transportation Department has adopted a number of AASHTO publications and policies as its own, including the following:

- A Policy on Geometric Design of Highways and Streets
- Standard Specifications for Highway Bridges
- AASHTO LRFD Bridge Design Specifications
- A Policy on Design Standards-Interstate System
- AASHTO Guide for Design of Pavement Structures

I am enclosing a copy of our Project Oversight Plan, an agreement with the Federal Highway Administration that adopts various AASHTO publications. Please note that the plan was also adopted by Arkansas State Highway Commission Minute Order as

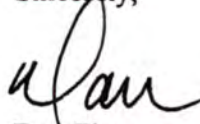
Mr. David J. Hensing
April 26, 2000
Page 2 of 2

shown in Appendix A and that relevant sections of the plan have been marked with identifying tabs.

In addition to the above-mentioned manuals, Arkansas Code Annotated Section 27-52-104 requires the Arkansas State Highway Commission to adopt the Manual on Uniform Traffic Control Devices when the manual has been approved by AASHTO. I am enclosing a copy of the statute for your consideration.

If I may be of further assistance, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Flowers", written over a horizontal line.

Dan Flowers
Director of Highways
and Transportation



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 8, 2000

Mr. David J. Hensing
Deputy Executive Director
American Association of State Highway
and Transportation Officials
444 North Capitol Street, N.W. Suite 249
Washington DC 20001

Dear Mr. Hensing:

Thank you for your recent request for documentation on where the Maryland State Highway Administration (SHA) references conformance with AASHTO recommendations. In response, we are forwarding the following:

- Attachment 1: **Maryland's Standard Specifications for Construction and Materials.** This is the most comprehensive source. We essentially did a search of this document on "AASHTO" and found reference to conformance with AASHTO recommendations in the areas of traffic maintenance, construction, welding, retaining walls, breakaway systems, materials and lighting structures.

In addition, we understand you were looking for copies of correspondence, agreements, contracts, and other documents which reference where the SHA procedures follow AASHTO recommendations. Please note the following examples:

- Attachment 2: Preface to SHA's Highway Design Division's *Highway Policies and Procedures Manual*.
- Attachment 3: A provision in the *Specifications for Consulting Engineer's Services Description of Project, Project Resume and/or Project Prospectus for 1999-2008*.
- Attachment 4: A Policy and Procedure memorandum from the SHA Bridge Office directing that AASHTO standards should be used for bridge designs in the State.
- Attachment 5: A memorandum from Robert D. Douglass, SHA's Deputy Chief Engineer for Highway Development, directing that AASHTO standards should be used for highway design.
- Attachment 6: The *Federal-Aid Project Agreement Form* indicating that AASHTO design standards should be used.
- Attachment 7: An Agreement between the FHWA and the SHA on oversight which states where AASHTO design standards should be used.

My telephone number is 410-545-0400 or 1-800-206-0770

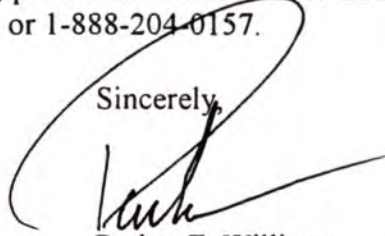
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. David J. Hensing
Page Two

Hopefully, this provides the justification you need to support Administrative Resolution AR-3-00, adopted by the AASHTO Board of Directors on April 9, 2000. If you have any questions or need further information, please call Mr. Steven J. Gaudio of SHA's Office of Policy and Research at 410-545-0343 or 1-888-204-0157.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Williams', is written over the word 'Sincerely,'.

Parker F. Williams
Administrator

Enclosures (7)

cc: Mr. Steven J. Gaudio, Chief of Policy, Maryland State Highway Administration

Zack Stewart
Northern District Commissioner

Dick Hall
Central District Commissioner

Wayne H. Brown
Southern District Commissioner



Kenneth I. Warren
Executive Director

James H. Kopf
Deputy Executive Director/
Chief Engineer

Mississippi Department of Transportation / P.O. Box 1850 / Jackson, Mississippi 39215-1850 / Telephone (601) 359-7001 / FAX (601) 359-7110

May 12, 2000

Mr. David J. Hensing
Deputy Executive Director
American Association of State Highway
and Transportation Officials
444 North Capitol Street, N.W., Suite 249
Washington, DC 20001

Dear Mr. Hensing:

The Mississippi Department of Transportation (MDOT) has developed and approved a design manual that sets forth design criteria for the development of projects. The criteria in the design manual was arrived utilizing the AASHTO "Green Book" A Policy on Geometric Design of Highways and Streets.

I am enclosing copies of several MDOT approved agenda items referencing AASHTO standards.

If I can be of further assistance, please give me a call.

Sincerely,

James H. Kopf
Chief Engineer

JHK:WTR:clp

Enclosures



Michael O. Leavitt
Governor
Thomas R. Warne
Executive Director
John R. Njord
Deputy Director

State of Utah

DEPARTMENT OF TRANSPORTATION

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801)965-4000
FAX: (801) 965-4338
INTERNET www.sr.ex.state.ut.us

Commission
Glen E. Brown
Chairman
James G. Larkin
Hal M. Clyde
Dan R. Eastman
Stephen M. Bodily
Jan C. Wells
Bevan K. Wilson

May 9, 2000

Mr. David J. Hensing
Deputy Executive Director
AASHTO
444 North Capitol St., NW, Suite 249
Washington, DC 20001

Dear Mr. Hensing:

Enclosed is the information we discussed concerning UDOT references to AASHTO standards. The enclosed materials include:

- UDOT's "Design Process".
- UDOT's 1999 Metric Standard Specification for Road and Bridge Construction.

The Design Process refers extensively to the criteria in the AASHTO 1994 Green Book, "A Policy on Geometric Design of Highways and Streets." The "Standard Specifications for Road and Bridge Construction" rely heavily on AASHTO standard specifications and test procedures. I have marked pages and highlighted a number of references in each publication. As you will see, similar references can be found throughout both publications. Also enclosed are several of our Standard Drawings for Road and Bridge Construction, which you will see contain similar references to AASHTO Standards.

I hope this information will be of assistance. If you need further information, please contact David Miles at (801) 965-4895.

Sincerely,

Thomas R. Warne, P.E.
Executive Director

TRW/DKM/gw .

Enclosures (3)

(3) If it is found at any time that a relinquished frontage road or portion thereof or any part of the right-of-way therefor has been abandoned by local governmental authority and a showing cannot be made that such abandoned facility is no longer required as a public road, it is to be understood that the Federal Highway Administrator may cause to be withheld from Federal-aid highway funds due to the State an amount equal to the Federal-aid participation in the abandoned facility.

(4) In no case shall any relinquishment include any portion of the right-of-way within the access control lines as shown on the plans for a Federal-aid project approved by the FHWA, without the prior approval of the Federal Highway Administrator.

(5) There cannot be additional Federal-aid participation in future construction or reconstruction on any relinquished "off the Federal-aid system" facility unless the underlying reason for such future work is caused by future improvement of the associated Federal-aid highway.

(g) In the event that a State desires to apply for approval by the Federal Highway Administrator for the relinquishment of a facility such as described in paragraph (d) (1) and (2) of this section, the facts pertinent to such proposal are to be presented to the division engineer of the FHWA. The division engineer shall have appropriate review made of such presentation and forward the material presented by the State together with his findings thereon through the Regional Federal Highway Administrator for consideration by the Federal Highway Administrator and determination of action to be taken.

(h) No change may be made in control of access, without the joint determination and approval of the SHA and FHWA. This would not prevent the relinquishment of title, without prior approval of the FHWA, of a segment of the right-of-way provided there is an abandonment of a section of highway inclusive of such segment.

(i) Relinquishments must be justified by the State's finding concurred in by the FHWA, that:

(1) The subject land will not be needed for Federal-aid highway purposes in the foreseeable future;

(2) That the right-of-way being retained is adequate under present day standards for the facility involved;

(3) That the release will not adversely affect the Federal-aid highway facility or the traffic thereon;

(4) That the lands to be relinquished are not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and Pub. L. 89-285, Title III, sections 302-305 (Highway Beautification Act of 1965).

(j) If a relinquishment is to a Federal, State, or local governmental agency for highway purposes, there need not be a charge to the said agency, nor in such event any credit to Federal funds. If for any reason there is a charge to the said agency and Federal funds participated in the cost of the right-of-way, there shall be a credit to Federal funds on the same basis Federal funds participated in the cost of the right-of-way.

PART 625—DESIGN STANDARDS FOR HIGHWAYS

Sec.

625.1 Purpose.

625.2 Policy.

625.3 Application.

625.4 Standards, policies, and standard specifications.

AUTHORITY: 23 U.S.C. 109, 315, and 1073 of Pub. L. 102-240, 105 Stat. 1972, CFR 1.48(b) and (n).

SOURCE: 62 FR 15397, April 1, 1997, unless otherwise noted.

§ 625.1 Purpose.

To designate those standards, policies, and standard specifications that are acceptable to the Federal Highway Administration (FHWA) for use in the geometric and structural design of highways.

§ 625.2 Policy.

(a) Plans and specifications for proposed National Highway System projects shall provide for the design and construction of that will—

Federal Highway Administration, DOT

§ 625.4

(1) Adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability, and economy of maintenance; and

(2) Be designed and constructed in accordance with criteria best suited to accomplish the objectives described in paragraph (a)(1) of this section and to conform to the particular needs of each locality.

(b) Resurfacing, restoration, and rehabilitation (RRR) projects, other than those on the Interstate system and other freeways, shall be constructed in accordance with standards which preserve and extend the service life of highways and enhance highway safety. Resurfacing, restoration, and rehabilitation work includes placement of additional surface material and/or other work necessary to return an existing roadway, including shoulders, bridges, the roadside, and appurtenances to a condition of structural or functional adequacy.

(c) An important goal of the FHWA is to provide the highest practical and feasible level of safety for people and property associated with the Nation's highway transportation systems and to reduce highway hazards and the resulting number and severity of accidents on all the Nation's highways.

625.3 Application.

(a) *Applicable Standards.* (1) Design and construction standards for new construction, reconstruction, resurfacing, except for maintenance resurfacing, restoration, or rehabilitation of a highway on the NHS (other than a freeway) shall be those approved by the Secretary in cooperation with the State highway departments. Standards may take into account, in addition to the criteria described in § 625.2(a), the following: (i) Constructed and natural environment of the area; (ii) Environmental, scenic, aesthetic, historic, community, and preservation of the activity; and (iii) Access for other modes of transportation.

(2) Federal-aid projects not on the NHS shall be designed, constructed, and maintained in accordance with State laws, regulations, directives, safety standards, design standards, and construction standards.

(b) The standards, policies, and standard specifications cited in § 625.4 of this part contain specific criteria and controls for the design of NHS projects. Deviations from specific minimum values therein are to be handled in accordance with procedures in paragraph (f) of this section. If there is a conflict between criteria in the documents enumerated in § 625.4 of this part, the latest listed standard, policy, or standard specification will govern.

(c) Application of FHWA regulations, although cited in § 625.4 of this part as standards, policies, and standard specifications, shall be as set forth therein.

(d) This regulation establishes Federal standards for work on the NHS regardless of funding source.

(e) The Division Administrator shall determine the applicability of the roadway geometric design standards to traffic engineering, safety, and preventive maintenance projects which include very minor or no roadway work. Formal findings of applicability are expected only as needed to resolve controversies.

(f) *Exceptions.* (1) Approval within the delegated authority provided by FHWA Order M1100.1A may be given on a project basis to designs which do not conform to the minimum criteria as set forth in the standards, policies, and standard specifications for:

(i) Experimental features on projects; and

(ii) Projects where conditions warrant that exceptions be made.

(2) The determination to approve a project design that does not conform to the minimum criteria is to be made only after due consideration is given to all project conditions such as maximum service and safety benefits for the dollar invested, compatibility with adjacent sections of roadway and the probable time before reconstruction of the section due to increased traffic demands or changed conditions.

§ 625.4 Standards, policies, and standard specifications.

The documents listed in this section are incorporated by reference with the approval of the Director of the Federal

APPENDIX B:

by Francis B. Francois

Who instituted the distinctive red, white and blue shield that marks the Interstate system across America? And who assigns the numbers to America's Interstate highways?

The Shield

The answer to the first question is, the American Association of State Highway and Transportation Officials, or AASHTO, originated the shield. In fact, AASHTO owns the rights to the shield and holds a federal trademark registration thereon.

After Congress enacted the 1956 law that established the Interstate system and provided funding to construct it, the member state highway agencies of the Association—which was then called the American Association of State Highway Officials—reviewed several possible designs for a shield to mark these new, limited-access highways. The red, white and blue shield was agreed upon, and was first placed into use on August 14, 1957.

The Interstate system was constructed for high-speed travel, and state officials were concerned that drivers not be confused by allowing signs similar to the Interstate markers to be erected near the highways in inappropriate locations. Accordingly, in 1966 the Association filed an application in the United States Patent and Trademark Office to register the shield as a trademark, to secure its ownership of the shield and create a legal tool for controlling indis-

criminate use of the red, white and blue emblem.

The application resulted in Trademark Registration 835,635, issued on September 19, 1967. A copy of the Registration is displayed herein. It has been used several times over the years to prevent or remove Interstate-like signs near the Interstate highways, where they might confuse the travelling public and cause accidents.

Numbering the Interstates

The answer to the second question posed at the start of this article is that AASHTO numbers the Interstate highways, in accordance with a process agreed to by all of the states.

The states own our Interstate highways, not the federal government. The first step in the numbering process is for the state highway agency to propose a number for the route, and then file an application with AASHTO to get that number approved. This application is reviewed by the Federal Highway Administration (FHWA), and then AASHTO makes a decision on it. Once approved by AASHTO, the state is free to erect the familiar red, white and blue markers along the highway, carrying the number.

The History of Route Numbering

The Interstate highway numbering system established in the 1950s is based on that adopted in the 1920s for numbering the

MARKING THE INTERSTATES

so-called U.S. highways, which are those primary highways in each state that carry numbers like U.S. 1 and U.S. 18. The history of highway numbering is interesting.

In the first decades of this century there was no rational system to number the nation's highways. Some numbering was done by the states, and there were also several private sector organizations that promoted specific routes, perhaps the most famous being the organization that marked the coast-to-coast Lincoln Highway. Anyone driving within a state was faced with a confusing array of markings, and moving among the states was even worse.

After the passage of the Federal-Aid Highway Act of 1921, which launched the concept of a "national highway system," a strong effort was initiated to come up with a rational designation system. This work was lead by the Bureau of Public Roads; also AASHTO (then AASHO) was deeply involved. In the late 1920s a national numbering scheme was agreed upon, and the basic U.S. highway system was numbered and marked. It was then agreed that AASHTO would take over maintenance of the U.S. highway numbering system.

Under the basic scheme adopted for numbering the U.S. primary highways, roads running basically north and south had odd numbers, with the lowest numbers on the east coast (U.S. 1), and the numbers increasing moving west across the nation. For highways running east and west, the

scheme started near the Canadian border with low even numbers, and moved south.

To manage the route numbering process, the Association created a committee to review applications filed by states against criteria established by the Association. The committee reports to the Association's Executive Committee, which makes the final decision. Today, this application-reviewing committee is called the Special Committee on U.S. Route Numbering. The criteria and process adopted by the Association to guide the numbering of U.S. highways is entitled "Establishing and Development of United States Numbered Highways."

When the Interstate system became a reality in the 1950s, the Association developed and adopted an addition to its U.S. highway-numbering process and criteria, tailored to the new limited-access, divided travel lanes of the Interstate system. It is titled "Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways."

In the criteria and process adopted in 1957 for numbering Interstate highways, the following guides were established as an extension of the guides in use to number primary U.S. highways.

1. The Association's Executive Committee has final authority to determine and assign the numbers to be

used in marking the routes of the Interstate system.

2. For easy and instantaneous identification of routes, a maximum of only two digits will be used in the numbering system, except where it is desirable to add the compass suffix N., E., S., or W. to properly mark a route.

3. There will be no Interstate route bearing the same number designated as a U.S. numbered route in any state.

4. Sufficient room is to be left in assigning numbers to the routes of the Interstate system to allow for future expansion of the system and keep the numbering pattern in sequence.

5. No area has any vested right to any route number.

6. The routes are to be marked so as to give maximum continuity between major control points, and dual Interstate numbering is to be held to a minimum consistent with proper travel guidance.

7. U.S. route numbers may be used in conjunction with Interstate route markers where the U.S. route leads into the Interstate route, follows it for reasonable distance, and then departs again from the Interstate route.

8. Interstate Highway patterns in urban areas are to be carefully numbered and marked for the safety and convenience of the traveling public, and to insure uniformity of practice each State Highway Department is to submit its plan of numbering and marking of such urban areas to the Executive Committee for approval prior to the erection of markers.

9. A distinctive, easily recognized route marker—shape, color and size—shall be adopted and universally used, the Interstate shield discussed earlier.

There was concern that the numbering of the Interstate system not conflict or be confused with the numbers on U.S. routes. To achieve this, the numbering scheme for the Interstate system is the opposite of that used for U.S. highways. That is, Interstate routes running north-south have odd numbers and those running east-west even numbers, but the lowest Interstate route numbers are in the west and south.

Major Interstate routes should have one or two digit numbers, with the most important routes ending in 5 or 0. Special three digit numbers are used for connecting circumferential or loop routes in urban areas, using the main route number with an even-numbered prefix. Radial and spur routes will also have three digit numbers, with an odd-numbered prefix.

A Compact Among the States

The underlying theory of AASHTO's route numbering policies is that the states entered into a compact with each other, through AASHTO, to control the numbering of state-owned, federal-aid highways. Over the years this compact has been respected by the states and the Federal Highway Administration, with very few exceptions. The FHWA does review Interstate applications, but the final decisions have been left to AASHTO.

A state is not bound by federal law to comply with the decision of AASHTO regarding route numbering. Rather, it is the compact among the states entered into through AASHTO that makes this process effective.

Route Numbers and Drivers

Our highway route numbers, both for U.S. highways and the Interstate system, make it easy for drivers to move around America. Today's rational numbering system is a far cry from what existed before the 1920s. Map and road atlas makers carefully follow AASHTO's route numbering process in an effort to keep American drivers up-to-date on the national highway system. The nation's high degree of productivity from the American highway system is to a significant degree tied directly to the success of the highway numbering process the states have adopted and maintained.

(H)

3—NOV. 28, 1995

PUBLIC LAW 104-59—NOV. 28, 1995

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NATIONAL HIGHWAY SYSTEM DESIGNATION ACT OF 1995

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(1995):

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TIAL DOCUMENTS, Vol. 31 (1995):

29-139 O-95 (50)

S. Rept. 104-129 O - 95 - 1

—The term "authorized funds" appropriated out of the Highway Mass Transit Account) to carry out (other than sections 402 and face Transportation Efficiency Act limitation. The term "urbanized area" has the same meaning as in section 101(a) of title 23, United States Code.

LANEWAYS AND HIGHWAY CONSTRUCTIONS

MANAGEMENT, AND CONTROL ON

(i) of title 23, United States Code, section 108 and inserting the following: "The Secretary shall ensure that the plans and specifications for each proposed highway project under this chapter provide for a facility that will—

(1) adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability, and economy of maintenance; and

(2) be designed and constructed in accordance with criteria best suited to accomplish the objectives described in paragraph (1) and to conform to the particular needs of each locality."

(2) by striking subsection (c) and inserting the following: "(c) DESIGN CRITERIA FOR NATIONAL HIGHWAY SYSTEM.—

PORTIONMENTS.

(1) 104(g) of title 23, United States Code, and inserting "50 per-

Section 106 of title 23, United States Code, at the end the following:

The Secretary shall establish a program to conduct an analysis of the life-cycle costs of the National Highway System of 1,000 or more.

—LIFE-CYCLE COSTS DEFINED.—In this section, the term "life-cycle costs" means the total economic worth of a usable facility, including initial costs and discounted future costs, over the life of the project.

Each section is further amended by

and

"(1) REQUIREMENT.—The Secretary shall establish a program to require States to carry out a value engineering analysis for all projects on the National Highway System with an estimated total cost of \$25,000,000 or more.

"(2) VALUE ENGINEERING DEFINED.—In this subsection, the term 'value engineering analysis' means a systematic process of review and analysis of a project during its design phase by a multidisciplinary team of persons not involved in the project in order to provide suggestions for reducing the total cost of the project and providing a project of equal or better quality. Such suggestions may include combining or eliminating otherwise inefficient or expensive parts of the original proposed design for the project and total redesign of the proposed project using different technologies, materials, or methods so as to accomplish the original purpose of the project."

SEC. 304. DESIGN CRITERIA FOR THE NATIONAL HIGHWAY SYSTEM.

Section 109 of title 23, United States Code, is amended—

(1) by striking subsection (a) and inserting the following:

"(a) IN GENERAL.—The Secretary shall ensure that the plans and specifications for each proposed highway project under this chapter provide for a facility that will—

(1) adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability, and economy of maintenance; and

(2) be designed and constructed in accordance with criteria best suited to accomplish the objectives described in paragraph (1) and to conform to the particular needs of each locality;"

(2) by striking subsection (c) and inserting the following: "(c) DESIGN CRITERIA FOR NATIONAL HIGHWAY SYSTEM.—

"(1) IN GENERAL.—A design for new construction, reconstruction, resurfacing (except for maintenance resurfacing), restoration, or rehabilitation of a highway on the National Highway System (other than a highway also on the Interstate System) may take into account, in addition to the criteria described in subsection (a)—

"(A) the constructed and natural environment of the area;

"(B) the environmental, scenic, aesthetic, historic, community, and preservation impacts of the activity; and

"(C) access for other modes of transportation.

"(2) DEVELOPMENT OF CRITERIA.—The Secretary, in cooperation with State highway departments, may develop criteria to implement paragraph (1). In developing criteria under this paragraph, the Secretary shall consider the results of the committee process of the American Association of State Highway and Transportation Officials as used in adopting and publishing 'A Policy on Geometric Design of Highways and Streets', including comments submitted by interested parties as part of such process;" and

(3) by striking subsection (q) and inserting the following:

"(q) SCENIC AND HISTORIC VALUES.—Notwithstanding subsections (b) and (c), the Secretary may approve a project for the National Highway System if the project is designed to—

"(1) allow for the preservation of environmental, scenic, or historic values;

"(2) ensure safe use of the facility; and



R1-1
30" x 30"



R1-3
12" x 6"



R1-4
18" x 6"

2B-4 Stop Sign (R1-1)

STOP signs are intended for use where traffic is required to stop. The STOP sign shall be an octagon with white message and border on a red background. The standard size shall be 30 x 30 inches. Where greater emphasis or visibility is required, a larger size is recommended. On low-volume local streets and secondary roads with low approach speeds, a 24 x 24 inch size may be used.

At a multiway stop intersection (sec. 2B-6), a supplementary plate (R1-3) should be mounted just below each STOP sign. If the number of approach legs to the intersection is three or more, the numeral on the supplementary plate shall correspond to the actual number of legs, or the legend ALL-WAY (R1-4) may be used. The supplementary plate shall have white letters on a red background and shall have a standard size of 12 x 6 inches (R1-3) or 18 x 6 inches (R1-4).

A STOP sign beacon or beacons may be used in conjunction with a STOP sign as described in section 4E-4.

Secondary messages shall not be used on STOP sign faces.

2B-5 Warrants for Stop Sign

Because the STOP sign causes a substantial inconvenience to motorists, it should be used only where warranted. A STOP sign may be warranted at an intersection where one or more of the following conditions exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
2. Street entering a through highway or street.
3. Unsignalized intersection in a signalized area.
4. Other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the STOP sign.

Prior to the application of these warrants, consideration should be given to less restrictive measures, such as the YIELD sign (2B-7) where a full

stop is not necessary at all times. Periodic studies may be desirable to determine whether the use of less restrictive control or no control demands safely and more effectively.

STOP signs should never be used on expressways. Properly designed expressways provide a continuous flow of traffic, making STOP signs entering roadways. Where at-grade intersections for local traffic in sparsely populated areas, STOP signs on the entering roadways to protect the through traffic may be required at the end of diverging roadways on highways not designed as expressways. STOP signs will not warrant any great increase in traffic volume.

STOP signs shall not be erected at intersections where traffic signals are operating. The conflicting traffic signals are confusing. If traffic is required to stop at the stop-and-go signals is not warranted. Flashing operation with the red flashing stop sign.

Where two main highways intersect, STOP signs normally be posted on the minor street. Traffic engineering studies, however, may warrant STOP sign or signs on the major street where safety considerations may justify the use of traffic to permit a left-turning movement.

STOP signs may be used at selected intersections only after their need has been determined by a traffic study. Use of the STOP sign at rural intersections is described in Section 8B-9.

Portable or part-time STOP signs may be used for emergency purposes. Also, STOP signs may be used for traffic control.

2B-6 Multiway Stop Signs

The "Multiway Stop" installation is used at intersections where the locations. It should ordinarily be used at intersections where the intersecting roads is approximately equal in width more satisfactory for an intersection with a multiway stop.

Any of the following conditions may warrant a multiway stop installation (sec. 2B-4):

1. Where traffic signals are warranted, a multiway stop is an interim measure to control traffic while arrangements for a permanent installation.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

INTRODUCTION

Traffic control devices are all signs, signals, markings, and devices placed on, over, or adjacent to a street or highway by authority of a public body or official having jurisdiction to regulate, warn, or guide traffic.

The need for high uniform standards was recognized long ago. The American Association of State Highway and Transportation Officials published a manual for rural highways in 1927 and the National Conference on Street and Highway Safety published a manual for urban streets in 1929. But the necessity for unification of the standards applicable to the different classes of road and street systems was obvious. To meet this need, a joint committee of the American Association of State Highway and Transportation Officials and the National Conference on Street and Highway Safety developed, and published in 1935, the original edition of this Manual of Uniform Traffic Control Devices. That committee, though changed from time to time in organization and personnel, has been in continuous existence and has contributed to periodic revisions of the Manual, including this 1988 edition. The committee's name was formally changed to the National Committee (NC) on Uniform Traffic Control Devices.

*Joe sent
to Lenzi
5/31*

**JOE A. GURLEY
1709 GREENBRIAR
P. O. BOX 313**

BLYTHEVILLE, ARKANSAS 72315

PHONE: 870-763-8020 (home) / 870-532-2100 (work)

May 31, 2000

00 JUN 5 PM 12:04

The Honorable
President of the
Fax: 1.202.456
Washington, D.C.

Dear President (

I am writing this
431-06-3357, in
Anderson has ac

*Disseal -
Do you think
know if there
is anything we
can do?
The name of the
knows - but
should it really
matter*

ther-in-law, Harvey Stan Ball - SS #
Houston as soon as possible. M. D.

Stan was diagn
metastasiced and treatment should begin within two weeks.

,The oncologist said the cancer has

Since it has been two weeks as of today, immediate treatment is essential. The doctor's name at M. D. Anderson is Dr. Lenzi, telephone number 1.800.392.1611 ext. 4819.

Stan is 46 and the youngest of six (my wife Jan and Stan are very close since they are the youngest in the family). He and his family live in Milan, Tennessee. He is the director of engineering & logistics at CECO in Milan. His wife Debbie is the principal at Trenton Elementary School. They have two daughters. Marie, 22, will graduate from Middle Tennessee State University at Murfreesboro in December. Emily, 20, will graduate from Oklahoma Baptist University at Shawnee also this December. She plans to be married January 6. They are all active members of the First Baptist Church in Milan. *615100*
and on several committe

I realize this is an unus
girls in the most memor
soon as possible. We w

Send to Burkhardt?

Sincerely,

Joe Gurley

Joe A. Gurley

Yes ☒
No ☐

RED DOT

*ANY ACTION
POSSIBLE?*

Carol

*Joe sent
to Lenzi - work
5/31*

**JOE A. GURLEY
1709 GREENBRIAR
P. O. BOX 313**

BLYTHEVILLE, ARKANSAS 72315

PHONE: 870-763-8020 (home) / 870-532-2100 (work)

May 31, 2000

00 JUN 5 PM 12:04

The Honorable Bill Clinton
President of the United States
Fax: 1.202.456.6703
Washington, D.C.

Dear President Clinton:

I am writing this letter as a plea for your help to get my brother-in-law, Harvey Stan Ball - SS # 431-06-3357, into M. D. Anderson Research Hospital in Houston as soon as possible. M. D. Anderson has accepted Stan, but the appointment is June 20.

Stan was diagnosed with pancreatic cancer on May 17. The oncologist said the cancer has metastasized and treatment should begin within two weeks.

Since it has been two weeks as of today, immediate treatment is essential. The doctor's name at M. D. Anderson is Dr. Lenzi, telephone number 1.800.392.1611 ext. 4819.

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I realize this is an unusual request, but a young life might could be saved or lengthen to see his girls in the most memorable events of life for our family if he can get into M. D. Anderson as soon as possible. We would appreciate anything you can do to help.

Sincerely,

Joe Gurley

Joe A. Gurley

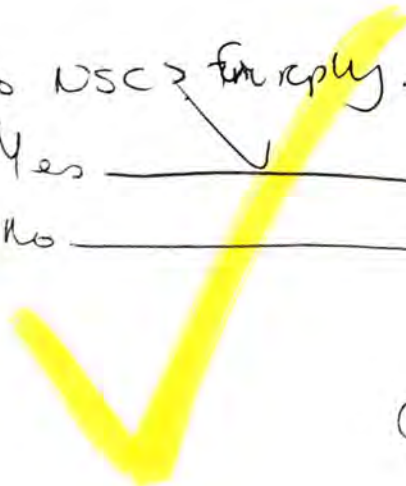
Thank you's

615100

Send to USC → for reply.

Yes _____

No _____



Carol

May 26, 2000

The Honorable William J. Clinton
The White House
Washington, DC 20500

Dear Mr. President:

We write to ask for your support of defense sales to Turkey. As you know firsthand from your successful visit last year, Turkey makes a vital contribution in the Balkans, in enforcing sanctions on Iraq, in the Middle East Peace Process, in the Caucasus, and most importantly in Central Asia. Turkey also is critical to an enlightened energy policy for Caspian oil and gas. Turkey is a model of secular democracy for the Islamic world.

Mr. President, in the relatively near future, this NATO ally will be making major procurement decisions on new defense purchases. These include helicopters, airborne early warning systems, tanks and naval systems along with a host of ancillary electronics and equipment. These sales represent thousands of high value jobs for American workers. They also provide a positive economic multiplier effect in our communities and represent billions of dollars in export credits for the United States.

Keeping the road open for American defense sales is essential. Failure to approve the next major transfer will be the precedent that eliminates any American suppliers from major sales that will follow. Just as we vigorously support Turkey's candidacy for the European Union, so should we bolster the elements in Turkey who support an active and democratic role for Turkey by ensuring that America remains a reliable supplier of advanced equipment for Turkey's security needs.

Sincerely,

Terry D. Stinson
Chairman & CEO
Bell Helicopter Textron

Philip M. Condit
CEO
The Boeing Company

Nicholas D. Chabraj
Chairman & CEO
General Dynamics Corp.

Dan Burnham
Chairman & CEO
Raytheon Company

Vance D. Coffman
Chairman & CEO
Lockheed Martin Corp.

Dean Borgman
President
Sikorsky Aircraft Corp.

May 26, 2000

The Honorable William J. Clinton
The White House
Washington, DC 20500

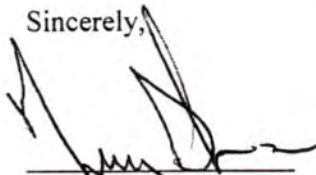
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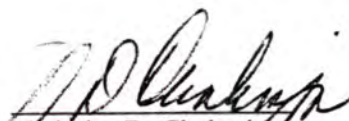
Sincerely,



Terry D. Stinson
Chairman & CEO
Bell Helicopter Textron



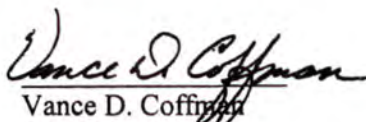
Philip M. Condit
CEO
The Boeing Company



Nicholas D. Chabraj
Chairman & CEO
General Dynamics Corp.



Dan Burnham
Chairman & CEO
Raytheon Company



Vance D. Coffman
Chairman & CEO
Lockheed Martin Corp.



Dean Borgman
President
Sikorsky Aircraft Corp.

THE
ROBERT WOOD
JOHNSON
FOUNDATION

cc: Lisel
Loy

June 2, 2000

The Honorable William J. Clinton
President
The White House
1600 Pennsylvania Ave.
Washington, D.C. 20500

PLEASE DELIVER TO:

Thurgood Marshall, Jr.
Assistant to the President and
Cabinet Secretary
Office of Cabinet Affairs
The White House

Dear Mr. President:

Improving the health and health care of Americans is the mission of The Robert Wood Johnson Foundation. As such, it is an honor for me to support the nomination of James Edward Burke for the Presidential Medal of Freedom.

Jim's commitment to health and health care has been clear throughout his professional life. As chairman and CEO of Johnson & Johnson during the infamous Tylenol poisonings, his demonstration that public safety trumps corporate profits has become a standard case study in ethics at business schools across the country. He was an outstanding trustee of The Robert Wood Johnson Foundation for 13 years. Indeed, his leadership was instrumental in the Foundation taking as one of its three goals: "to promote health and reduce the personal, social, and economic harm caused by substance abuse - tobacco, alcohol, and illicit drugs."

The Partnership for a Drug Free America, under Jim's chairmanship, has defined excellence in media-based health communications. As one of the Partnership's longstanding supporters, we are exceptionally proud that each and every health-related media effort in the country has learned critical lessons from that organization's experience.

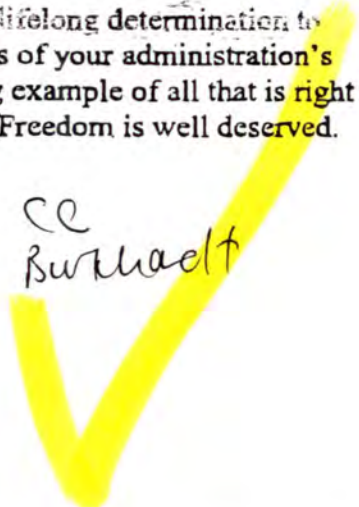
Jim Burke, both as chairman of the Partnership and as a man with a lifelong determination to advance the public good, has also played a critical role in the success of your administration's historic National Youth Anti-Drug Media Campaign. He is a stirring example of all that is right about our country, and his nomination for the Presidential Medal of Freedom is well deserved.

Sincerely,



Steven A. Schroeder, M.D.

cc
Burkhart



cc: Thurgood Marshall, Jr.

Office of the President and CEO

Route 1 and College Road East Post Office Box 2316 Princeton, New Jersey 08543-2316 (609) 452-8701

Internet: <http://www.rwjf.org>
e-mail: mail@rwjf.org

*Ann Landers
Chicago Tribune
435 North Michigan Avenue
Chicago, Illinois 60611*

cc: lisel lay

FAX: 202-456-6704

TO: THURGOOD MARSHALL, JR.
ASSISTANT TO THE PRESIDENT AND CABINET SECRETARY
OFFICE OF CABINET AFFAIRS

FROM: ANN LANDERS

FAX: 312-321-0845 PHONE: 312-222-8682

PAGES: 2 INC. COVER

*Ann Landers
Chicago Tribune
435 North Michigan Avenue
Chicago, Illinois 60611*

June 2, 2000

President William Jefferson Clinton
The White House
1600 Pennsylvania Avenue
Washington, D. C. 20500

Dear President Clinton:

James E. Burke has been nominated for the President's Medal of Freedom. It is my pleasure to second that nomination.

I have known Jim for thirty years and served with him on several committees. He has been on the cutting edge of the battle against drug abuse and his reputation in that area is legendary.

I am pleased to add my voice to that of many others in support of consideration for the Medal of Freedom.

Sincerely,

Ann Landers

AL:cr