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Bethlehem District Association, Inc.
& Congress of Christian Education
P. O. Box 215
Marvell, Arkansas 72366

8-11-99

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Wm. M. Turner

August 7, 1999

Dear President Clinton:

It is more than an absolute pleasure for the officers and members of the Bethlehem District Association to be able to say to the President of the United States, WELCOME to Phillips County and Helena, Arkansas.

Your visit to this area means so much to us. Thank you so much for coming and we will do all that we can to make your stay a joyous and a memorable one in a positive way.

Respectfully yours,

BETHLEHEM DISTRICT ASSOCIATION, INC.

Jerome M. Turner
 Rev. Jerome M. Turner, Moderator

8-11-99

Affiliated Missionary

Baptist Churches

Branch Baptist
 First Baptist of Pine City
 First Baptist of Marvell
 Midway Baptist
 Mt. Zion
 Mt. Shelby
 Mt. Moriah
 New Mt. Everett
 New Hope, Coffee Creek
 New Hope, Marvell
 New Zion
 St. Mark, Palmer
 St. Matthews, Turner
 St. Joseph, Postelle

David -
 After you have
 seen we will send
 to Burkhardt
 for Reply
 Yes ☒ No ☐ S.C.

STATE REPRESENTATIVE DISTRICT 93

K A R E N

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8-11-99

David-
Send to Burkhardt
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No

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S.C.

8-11-99

EDWARD M. KENNEDY
MASSACHUSETTS

8-10-99

United States Senate

WASHINGTON, DC 20510-2101

August 5, 1999

The Honorable William Jefferson Clinton
President of the United States
The White House
Washington, DC 20500

Dear Mr. President:

I have spoken to you several times about a cause that is close to both of our hearts—guaranteeing health insurance coverage for all children. As you know, the vast majority of uninsured children today are eligible for either Medicaid or CHIP, but too many are not participating.

A recent report by the Kaiser Family Foundation found that CHIP enrollment has increased dramatically in the last six months—to 1.3 million—but is still only a fraction of those eligible. This school year will be the first full year in which the program is fully operational in all states. The back-to-school period offers a unique opportunity for a new initiative on enrollment in both CHIP and Medicaid, and can be the launching pad for a major effort for the entire upcoming year.

Under your leadership, the Executive Departments and Agencies have made significant efforts to enroll more children, and your staff have been working effectively on this issue. Here are some suggestions for the next few months:

- Appoint a high level White House coordinator, whose responsibility is to work with the Executive Branch, the states, the Congress, and voluntary agencies and organizations to enroll children in CHIP and Medicaid and to assure that enrolled children receive needed health services. This coordinator should have the same stature as the Director of the White House Office of National AIDS policy or the Y2K coordinator.
- Use the occasion of your address to the National Governor's Association on Sunday to urge greater efforts by states to enroll uninsured children. Many states are making worthwhile efforts, but the gap between what has been done and what could be done is still too wide. The practices that would have the greatest potential impact to encourage enrollment of children include presumptive eligibility for both programs, and assigning eligibility workers to schools, health centers, churches, day care centers, pre-schools, and other organizations.
- Use a Saturday radio address to encourage parents to enroll their children in CHIP and Medicaid as they prepare to go back to school.

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Cheney
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House
at 7:00A

Page 2

- Encourage coordination of enrollment for school lunch programs and CHIP and Medicaid. Participation in school lunch programs is high, and the eligibility largely overlaps.
- Launch a campaign, working with the INS and voluntary organizations with ties to the immigrant community, to assure immigrant populations that enrolling their children in CHIP will not affect their immigration status. The INS agrees that this is the case, but a greater effort must be made to publicize this point and reassure parents, since a substantial proportion of uninsured children come from this community.
- Direct the Departments of HHS and Education and other appropriate agencies to hold joint regional conferences around the country this month, to bring together state officials, school systems and groups, advocates and others to launch an enrollment effort tied to back to school events. Governors and other local leaders should be asked to address these conferences as a way of strengthening their commitment to this goal. For school systems, the objective should be a system in which determining children's insurance status and enrolling them if they are uninsured is as routine as verifying that they have required vaccinations.
- HHS needs to insist that states provide better and more timely data on the progress of enrollments. Only with better data will it be possible to identify the trouble spots that need special attention.

I hope these suggestions are helpful. I was delighted with the focus you put on uninsured children in your recent press conference. The coming weeks offer an unparalleled opportunity to bring the goal of universal health insurance for children closer to reality.

Respectfully,



Edward M. Kennedy

Warmest regards -

Examples of Creative and Successful School-based Outreach Strategies That Governors Could Replicate

District of Columbia: A poster/poetry contest helped to raise awareness about need for and availability of health insurance. Application boxes are provided in principals' offices, and training is provided for selected school staff. Enrollment at events such as report card parent/teacher conferences is an effective strategy -- one such event resulting in 400 approved applications.

Idaho: The Hospital Consortium of North Idaho partners with 12 school districts in five counties as part of a federally funded demonstration project. As part of the project, the shared school nurse provides information about health coverage to families, and works with local Medicaid staff to ensure that families' applications are processed appropriately.

Illinois: Chicago Public Schools identified more than 200,000 children without health insurance, of whom more than 100,000 should be eligible for KidCare. The KidCare Enrollment Campaign has evolved into an innovative and aggressive school-based outreach campaign at over 600 public schools. Enrollment for health insurance at the time of report-card pick up was the focus of the successful campaign. Chicago Public Schools' experience provides important lessons on the need for public-private partnerships, and for cooperation across state agencies.

Nevada: Experience in Nevada shows that 70% of CHIP applicants learn about the program through the school system. Coordination with school lunch programs, athletic programs and parent-teacher conferences helps to spread the word about CHIP. School principals became effective leaders to coordinate school outreach efforts.

Massachusetts: Teenagers and their families, working with Health Care for All, helped to organize the Coaches' Campaign to focus on enrolling children who want to participate in school sports. Coaches learn about opportunities for health coverage for students during Red Cross CPR training for coaches and other school athletic staff.

Minnesota: Assistance with completion of Medicaid applications is available to families of new students at the Welcome Center operated by the Minneapolis Public Schools. During peak registration months of August and September, a Medicaid eligibility worker is outstationed at the Welcome Center.

Nebraska: In Nebraska, community health centers are permitted to enroll children who are presumed to be Medicaid eligible. Staff of Panhandle Community Services health center attended a parent information night at a Scotts Bluff elementary school and was able to directly enroll children by assisting parents to fill out Medicaid applications on site.

South Carolina: About two thirds of all CHIP applications originate in schools. School employees involved in the outreach effort included school nurses, athletic directors and guidance counselors. An incentive program encouraged applications with five dollars paid to each child with a completed application, and pizza parties for the schools with the most applications.

Utah: Families can apply for Medicaid at Edison Elementary School in Salt Lake City. After the Utah Department of Health discovered at an Edison school health fair that many students were suffering from untreated health conditions, a Medicaid eligibility worker was outstationed at the school five days a week. The worker also provides information in six other schools on parent teacher nights and to school counselors.

Washington: Seattle schools are organizing multiple approaches to increase enrollment of eligible children in Medicaid. School nurses and family support workers trained by the Washington Health Foundations's Child Health Access Program assist families with Medicaid applications. Families learn about the program from school-based promotional materials including letters, posters and activity at school events. Linkage with school-lunch program and other strategies for making insurance application a part of school routine are being explored.

West Virginia: Teaming up with community health centers provides additional resources for enrollment. New River Health Association operates four school-based health clinics and provides assistance to other school-based clinics in West Virginia. Health center staff provides families with application forms and offers assistance with the application process.



TOMMY IRVIN
COMMISSIONER

THE STATE OF GEORGIA
DEPARTMENT OF AGRICULTURE
CAPITOL SQUARE
ATLANTA, GEORGIA 30334



August 9, 1999

8-10-99

Dear Mr. President:

I watched your speech to the National Governor's Association on television Sunday and was elated to hear your remarks about the plight of our farm families. You have shown more compassion for them than any President has in the thirty-one years I have served as an agriculture leader, and for this, I sincerely thank you.

I concur that unless something is done to put a safety net under commodity prices, we will lose tens of thousands of farmers throughout America within the next two years. Revision of crop insurance is also one of the top priorities of NASDA. The current program just does not work. We need crop insurance tied to proven costs of production. It seems that a safety net tying commodity prices at 85% of the last five-year rolling average is attainable.

Although the drought in Georgia is not as bad as it was last year at this time, we are facing serious problems unless we have some moderation in temperature and rain in the next few days. Many parts of Georgia may well end up having to be declared a disaster area.

In closing, Mr. President let me again thank you for your strong leadership on many major issues facing our Country, but at this time, especially agriculture.

Sincerely,

Tommy
Tommy Irvin

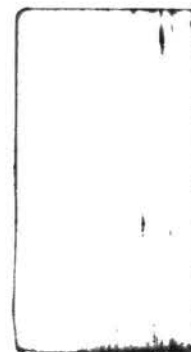
8-10-99
To Eugenie
for Reply



TOMMY IRVIN
DEPARTMENT OF AGRICULTURE
CAPITOL SQUARE
ATLANTA, GEORGIA 30334

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Mr. President



8-11-99 15 FEB

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Food Safety Confusion

A year ago the National Academy of Sciences warned that the current governmental structure for protecting the public from unsafe or mislabeled food was a fragmented mess. Responsibility for administering the dozens of laws concerning food safety is scattered among a dozen different agencies, each with a different approach to its regulatory mission. The resulting gaps and inefficiencies impede a rational deployment of inspectors and other resources, thereby jeopardizing the nation's public health.

The Agriculture Department, for example, is charged with overseeing meat and poultry safety, while the Food and Drug Administration regulates fish. Setting safety standards for milk and eggs is the F.D.A.'s bailiwick. But once a cow is slaughtered for meat, or eggs are processed to make other foods, regulatory authority shifts to Agriculture. Although about two-thirds of the outbreaks of food-borne illness can be traced to foods regulated by the F.D.A., Agriculture's food safety budget is more than twice as large.

The solution proposed by the Academy and a long line of experts going back to a 1969 White House

Conference on Food is to consolidate responsibility for food safety in a single governmental authority. A promising measure pending in Congress — the Safe Food Act of 1999 — would achieve this sensible goal by replacing the present regulatory jumble with a streamlined system under the authority of a new independent Federal agency. Better coordination among existing food safety agencies, while it would be an advance, is no substitute.

At a hearing in the Senate last week, the director of the General Accounting Office division concerned with food and agriculture issues, Lawrence Dyckman, warned that "fundamental, long-lasting improvements in food safety" were unlikely until the current patchwork food safety system is changed to one that is uniform and risk-based. But top officials of the F.D.A. and the Agriculture Department expressed no sense of urgency. They said the idea was still under consideration by the President's Council on Food Safety, which plans to issue its formal recommendation a year from now.

The Clinton Administration has done much to improve food safety inspections. But further streamlining is clearly in order.

Woes of the Long Island Rail Road

The Long Island Rail Road operates the nation's largest suburban commuter line in a complicated and unforgiving environment. Nine of its branches on Long Island converge on one station at Jamaica, Queens. From there its trains must funnel into and out of Manhattan through four tunnels, two of them shared with Amtrak, and can linger only a few minutes at Amtrak's Penn Station before they must pull out to make room for the next train. These conditions and bottlenecks cause congestion that defies easy solution. But they should not be used as an excuse to be lethargic about simpler problems the L.I.R.R. can deal with to head off the growing disenchantment of riders.

The myriad problems of the L.I.R.R. were recently explored in *The Times* by David Halbfinger. The most critical problem is a decrepit fleet of coaches that was ordered more than three decades ago, during the administration of Gov. Nelson Rockefeller. Most of these cars have not received adequate overhauls or maintenance. The result is a high frequency of breakdowns, far worse than on the L.I.R.R.'s sister agency, the Metro-North Railroad. These problems should eventually be mitigat-

ed by the acquisition of new coaches, but the first set of new equipment is not expected to arrive until March 2002.

Meanwhile other aggravating problems, such as litter in coaches and cars without functioning air-conditioning units, can surely be eased by more aggressive management. There is no good reason that it should take several days to discover air-conditioning systems that are not working, and many more days to get around to fixing them. Nor is the short turnaround time for trains at Penn Station adequate excuse for failing to clean the cars elsewhere on their routes. Even the frequency of breakdowns might be eased with renewed emphasis on preventive maintenance.

Gov. George Pataki ought to bring pressure to bear on the L.I.R.R., and the railroad's president, Thomas Prendergast, ought to retrain or replace his line managers when they fail to perform well. New rolling stock, signals and track, dependent on adequately funded capital programs, will take years to have an effect on congestion. But progress on lesser problems is well within the power of Mr. Prendergast and Governor Pataki.

**HAROLD
IVES**

P.O. Box 1984
STUTTGART, AR 72160

8-11-99

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The Honorable William Jefferson Clinton
President of the United States
1600 Pennsylvania Avenue
Washington, D.C. 20501

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8-11-99

HAND-DELIVERED

After you have seen,
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Berkhardt for reply.

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Berkhardt (for
reply)*



8-11-99

General Offices HAROLD IVES TRUCKING COMPANY, P. O. BOX 1984 STUTTGART, AR 72160 1-870-673-4480

August 7, 1999

The Honorable William Jefferson Clinton
President of the United States
1600 Pennsylvania Avenue
Washington, D.C. 20501

Hand-Delivered

RE: Truck Driver Shortage in the United States

Dear Bill:

I want to personally thank you for the tremendous job you have done as the President of the United States. Your policies have turned the United States from a economic stagnant country into a commercially thriving land of opportunity. The trucking industry is delivering more freight than ever, but this economic boost has been a two-sided sword for us in the trucking industry.

Background

The opportunity to move freight commercially has risen, but at the same time there has become a driver shortage within the United States because of all of the other job opportunities that have been presented to these eligible employees. The U.S. Department of Labor, the American Trucking Association, as well as, Vice President Al Gore, confirmed the nationwide driver shortage in an article in our country's leading trucking publication, *Transport Topics*. The article, "U. S., ATA to Train Drivers", published on November 2, 1998, stated "The Department of Labor will provide \$1.2 million to launch an innovative program, which is designed to help alleviate the growing shortage of drivers that is stunting the trucking industry's growth". This article also quotes Ms. Susan M. Coughlin, Director of the ATA Foundation, "The driver shortage has been identified by our members as their single largest concern in the employment area. Without a new supply of drivers, the trucking industry will have difficulty meeting the freight demand of the U.S. economy." In the article Vice President Al Gore stated, "Truckers haul 82 percent of the freight demands of the U.S. economy. Another 40,000 drivers will be needed". The funding and program listed above was specifically for displaced workers in Ohio and Tennessee; however, there is no doubt of the acknowledgment by these organizations, as well as, our Vice President

of the driver shortage. Harold Ives Trucking Company is currently losing approximately \$50,000 per day, which is directly contributed to the lack of drivers, within the United States. Our company has extensively recruited U.S. workers, to fill these positions without success. In 1998 Harold Ives Trucking Company processed 3,559 applications for experienced and non-experienced drivers; of these we employed 965. Thus far in 1999 we have processed 2,870 applications and have employed 304. Harold Ives Trucking Company is trying to alleviate these truck driver shortages both in the short and long term.

Solution No. 1

Harold Ives Truck Driving School is currently seeking approval for attendance by non-immigrant students under Section 101 of the Immigration Act. To secure this approval the trucking school must file an I-17 Petition. This not only will improve our situation but will allow training for worldwide trucking. We have completed the petition and it has been in the INS office at Memphis, Tennessee for four months. I would like to ask you to inquire about and emphasize the importance of this petition to encourage the Memphis office to review the petition posthaste. For example, we have a number of New Zealand citizens who are wanting to attend the truck driving school. We have been patiently waiting for this petition to be reviewed and approved. Any help with the review process would be most helpful. The training that Harold Ives Truck Driving School provides is only available here in the United States and foreign truck drivers are wanting to come train here, so that they may take this training back to their respective countries and utilize the training; therefore, this training opportunity would be a benefit to foreign policy.

Solution No. 2

Also in the works is a Petition for H-2B Non-Immigrant Temporary Worker Visa's which are currently in the certification process at the Employment Security Department in Arkansas. We have filed an ETA 750, which is the first step in the process of securing H-2B Visas, with the Employment Security Department. This process has been slow and tedious. After over four months of document gathering the Alien Labor Certification Officer has finally stated that we have complied with the requirements and he will do a final review of our application and then forward the petition to the Department of Labor in Dallas, Texas. Once they review the petition and approve it, we will be able to request temporary Visa's through the INS. Once again, we need approval of these matters. Harold Ives Trucking Company has an extreme shortage of drivers and cannot operate without some relief by the means of non-immigrant workers. We have tried to recruit Americans but with the unemployment rate at an all time low the success rate has been very low. There is currently a 10% driver deficiency within the trucking industry, and Harold Ives Trucking Company is at a 15% driver deficiency. The economic severity of the situation has not only affected Harold Ives Trucking Company, but has had an adverse affect on the trucking industry as a whole.

Solution No. 3

To help alleviate the truck driver shortage in the long term, the truck driver occupation needs to be amended from a Schedule B occupation to a Schedule A

occupation. Filing applications for Alien Employment Certification for permanent employment in the United States currently lists the trucking driving occupation as a Schedule B occupation. These are the occupations that has been determined that there are generally sufficient United States workers who are able, willing, qualified and available for the activity listed on Schedule B which include truck drivers, that the wages and working conditions of United States workers similarly employed will be adversely affected by the employment in the United States of aliens of these Schedule B occupations. The truck driving occupation needs to be moved from a Schedule B occupation to a Schedule A occupation. The Schedule A occupation is defined where the Director of the United States Employment Service has determined there are not sufficient United States workers who are able, willing, qualified and available for the occupations listed on Schedule A and that the wages and working conditions of United States workers similarly employed will not be adversely affected by the employment of aliens in Schedule A occupations. Changing the truck driver classification would be a tremendous step for alleviating the industry shortage of drivers.

I want to thank you in advance for all your help and attention to the matters that I have presented to you. As always, if you should need my assistance in the future please contact me.

Kindest regards,

A handwritten signature in cursive script, appearing to read "Harold Ives".

Harold Ives

c: The Honorable Blanche Lincoln Lambert
 The Honorable Marion Berry
 The Honorable Vic Snyder
 Nolan Law Firm

More pilots opt to stay in Air Force, officials say

BY DAVID LERMAN
NEWPORT NEWS DAILY PRESS

WASHINGTON — The Air Force is beginning to halt an exodus of pilots who are fleeing the service for better pay and benefits in the private sector, officials say.

Gen. Michael E. Ryan, the Air Force chief of staff, said the number of pilots choosing to re-enlist after their initial eight years of service is up sharply this year.

The percentage of pilots who accept a bonus for a renewed commitment to the Air Force grew from 27 percent last year to an estimated 41 percent so far this year, he said.

"That's a very heartening sign for us," Ryan told reporters.

For years the Air Force has watched a growing number of its 12,700 pilots quit in frustration. They blame poor pay and unpredictable schedules that disrupt family life, among other complaints.

The percentage of pilots who agreed to accept a bonus for continued service plunged from 59 percent in 1996 to 27 percent last year, the Air Force said.

The manpower shortage grew so severe this year that the Air Force issued a "stop loss" order that prevented some service members from retiring during the bombing campaign over Kosovo.

But officials say they may be on the verge of turning the tide.

Congress is approving an extensive pay and benefits package that would mark the first major pay raise since 1982. It includes a 4.8 percent pay raise, more raises for midcareer officers, pension increases, extended education benefits and a new savings plan similar to the 401(k) plans offered in the private sector.

At the same time, the Air Force is preparing to reorganize itself into 10 "air expeditionary forces" designed to permit a more orderly rotation of troops for overseas missions. Officials have said the new structure, to begin in October, should provide more predictability and guaranteed family time for pilots.



Associated Press

Police officers escort suspect Alan Eugene Miller of Billingsley, Ala., away from the Pelham city jail Thursday. Miller is charged with three counts of capital murder in the slayings of three people at two businesses in Pelham, Ala.

3 slain at companies; Alabamian charged

2 co-workers among dead near Birmingham

THE ASSOCIATED PRESS

PELHAM, Ala. — A man allegedly shot two co-workers to death at their office Thursday, then killed a third person at a company where he used to work, a burst of workplace violence just one week after the Atlanta office massacre.

Alan Eugene Miller, 34, was arrested shortly after the shootings when police spotted him on nearby Interstate 65 and forced him to pull over. He briefly scuffled with officers, and a gun was found in his car.

Miller was charged with three counts of capital murder. The motive was not clear.

Pelham, a suburb of about 10,000 people in the wooded hills south of Birmingham, is a mix of upscale subdivisions, commercial districts and rural farmland.

Police Chief Allan Wade said Miller worked at Ferguson Enterprises, a heating and air-condition-



Alan Eugene Miller

terprises and whose car was seen entering I-65.

"Everybody around here is just regular working people," said Cathy McKay, owner of a carpet store

across the street from Post Airgas. "You feel safe coming out here at night. The shooting, she said, "is just beyond my comprehension."

Miller is from Billingsley, a rural town 50 miles south of Pelham, Wade said.

At his Billingsley home, Miller's mother, Barbara Miller, said he "went off to work just as he always does this morning. He left here like he always does, with a 7UP and a couple of things of biscuits and sausage. Alan didn't bother

Last month the Air Force predicted it would fall short this fiscal year by 1,000 to 3,000 recruits — the first such shortfall in about 20 years.

"It will be the first time in a long, long time that we've missed our recruiting goal," Ryan said. "But I'm confident we'll turn that around."

Ryan pinned the blame on a booming civilian economy that makes it harder for the Air Force to compete for new talent.

"It's a competitive world out there," he said.

Police arrived at Ferguson at 7:04 a.m. Birmingham time. Officers were still securing the crime scene 13 minutes later when dispatchers got a second emergency call — this time about a shooting at Post Airgas Inc., a company that sells helium, oxygen and other gases several miles from Ferguson Enterprises.

The third victim, Terry Jarvis, 39, was found at Post Airgas.

Wade said the gunman at Post Airgas matched the description of the suspect who fled Ferguson En-

terprises in Atlanta in one of the worst office massacres in U.S. history.

Fred Herder, a day trader who had worked with Barton and was wounded in his rampage, was released from the hospital Wednesday and found the Pelham shootings a troubling repeat of the Atlanta carnage.

"It's really frightening that all of a sudden that someone is copying this," he said. "I can't believe some idiot has started to copy it."

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Tuesday
August 17, 1999
1:00 PM & 7:00 PM

DoubleTree Hotel
424 West Markham
Little Rock, AR 72201

Wednesday
August 18, 1999
1:00 PM & 7:00 PM

New Orleans Marriott
555 Canal Street
New Orleans, LA 70130

Thursday
August 19, 1999
1:00 PM & 7:00 PM

Radisson Inn
New Orleans Airport
2150 Veterans Blvd.
Kenner, LA 70062

Attn. Larry & Charlie.
Found this in a paper in England.

NEWS

Wednesday, May 5, 1999

Kiwis head north to the harvest

A TEAM of 150 New Zealanders has been recruited for the first time for the 1999 American wheat harvest.

The Kiwis are expected to work seven days a week - usually from 7am until midnight, and sometimes to 1am - heading crops in the wheat belt, starting in Texas and Oklahoma and moving north as far as Montana and North Dakota.

Workers are paid a minimum salary of \$NZ2600 a month with free board and accommodation, plus an hourly rate of \$NZ12 to \$NZ14.

The New Zealand team has been organised by agricultural contractor Daniel Little, of Balclutha, on behalf of the US Custom Harvesters Institute.

Mr Little said individual New

Zealanders, including himself, had worked in the United States previously but this was the first time a New Zealand team had been organised in an official way, with visas and employment pre-arranged.

Mr Little said the American harvest would begin in a few weeks in Texas and continue through to the autumn.

- NZPA

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TRUCKLINE

A NEWS BLAST FROM THE AMERICAN TRUCKING ASSOCIATIONS

Wednesday, August 4, 1999

ERGONOMICS BILL PASSES IN U.S. HOUSE, 217-209; HUGE VICTORY FOR TRUCKING AND BUSINESS.

Last night the House approved H.R. 987, a bipartisan bill supporting sound science in OSHA's ergonomics rulemaking process. ATA has vigorously supported the bill, authored by Rep. Roy Blunt (R-MO) and sponsored by more than 150 House members. The bill prohibits OSHA from publishing its ergonomics rule until completion of a comprehensive scientific study by the National Academy of Science. Thanks to the many ATA members who contacted their legislators in support of this bill. For more information, contact Ed Gilroy at 202-544-6245 or egilroy@trucking.org.

ATA ENDORSES SHUSTER'S CALL FOR NATIONAL MOTOR CARRIER ADMINISTRATION.

ATA announced yesterday that it supports House Transportation and Infrastructure Committee Chairman Bud Shuster's call for establishment of a new "National Motor Carrier Administration" within the U.S. Department of Transportation in the Motor Carrier Safety Act of 1999 (HR 2679). "The responsible trucking companies and professional truck drivers we represent strongly support the intent of this legislation," said Walter B. McCormick, Jr., ATA president and CEO. This morning, the House Ground Transportation Subcommittee passed the bill by voice vote; the full Committee is scheduled to consider the bill Thursday. A summary of HR 2679 will be available to ATA Members on-line at <http://www.truckline.com/members> by Thursday. ATA's statement is available at <http://www.truckline.com>

SENATOR HOLLINGS CALLS FOR CO-SPONSORS FOR TOLL RELIEF BILL.

On Monday, Senator Ernest Hollings (D-SC), Ranking member of the Senate Commerce, Science and Transportation Committee sent a letter to his Senate colleagues in the calling for their support for The Interstate Tolls Relief Act of 1999 (S. 947). ATA strongly supports the bill, which would limit the authority of individual states to establish tolls on the Interstate Highway System, prevent new Interstate Highway System tolls and restrict other tolling authority for major bridges and tunnels. States may still toll non-Interstate highways, and current tolls on highways are not affected. For more information, contact Ken Stinger at 703-544-6245 or kstinger@trucking.org.

DIESEL FUEL PRICES CONTINUE TO CLIMB; OIL SUPPLIES REMAIN TIGHT.

The national retail diesel average price continues to climb, this week jumping 0.9 cents to \$1.146 a gallon, up 13 cents from a year ago. Supplies are likely to get tighter due to refinery problems in California, Texas and the Midwest. Members can get the complete fuel update with Fuel Line at <http://www.truckline.com/members>

NTDAW: DON'T MISS NASCAR GRAND FINALE AT HEARTLAND PARK TOPEKA RACEWAY.

This year's National Truck Driver Appreciation Week (NTDAW) Grand Finale is at Heartland Park Topeka Raceway. Tell your drivers about the NASCAR Craftsman Truck Series Race, the O'Reilly Auto Parts 275; all CDL holders arriving in their trucks get free admission. Walter B. McCormick, ATA president and CEO, will be hosting ATA's hospitality tent trackside. For more information, contact Tim Sipes, Heartland Park Topeka at 785-862-4781.

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**National
Puerto
Rican
Coalition
Inc.®**

August 10, 1999

Honorable William J. Clinton
President of the United States of America
The White House
1600 Pennsylvania Avenue
Washington, D.C.

8-10-99
To Burkhardt
for Reply

Dear President Clinton,

On behalf of the members of the National Puerto Rican Coalition, a non-profit organization representing over seven million Puerto Rican U.S. citizens on the mainland and in Puerto Rico, I am writing to urge you to exercise your constitutional power as President of the United States to grant a pardon for the fifteen Puerto Rican men and women who are currently incarcerated for their beliefs and activities related to the self determination and independence of Puerto Rico.

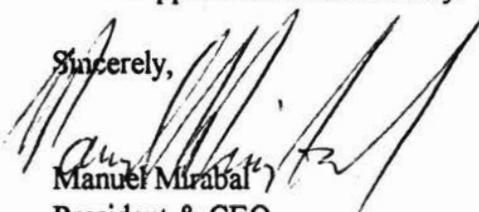
These individuals are Carlos Alberto Torres, Alejandrina Torres, Dylcia Pagán, Alicia Rodriguez, Edwin Cortés, Oscar López Rivera, Ricardo Jiménez, Adolfo Matos, Antonio Camacho, Carmen Valentin, Alberto Rodriguez, Ida Luz Rodriguez, Luis Rosa, Elizam Escobar and Juan Segarra Palmer.

It has been reported by news media that a recommendation for the pardon and release of some but not all of these individuals has been prepared for your review. We welcome this positive development and urge you to approve the release of the individuals involved. However, we are deeply concerned that the recommendation does not include all of the men and women who have already served between sixteen and nineteen years of their sentences.

Your administration has been at the forefront of calling for international human rights, particularly in regards to the release of political prisoners held throughout the world by other nations. Your leadership in matters of human rights is exemplary, and the case of the Puerto Rican Political Prisoners here at home demands that you exercise your power to release all of the prisoners together. The recommendation to you to release only certain individuals illuminates the dimensions of this moral human rights issue. All of the individuals have been incarcerated for their actions on the same issue, and none of these individuals are more or less deserving of your pardon.

Your pardon on humanitarian grounds and release of all fifteen prisoners will end the suffering of our brothers and sisters who have been separated from their children, families, and communities for so many years, will advance the process of reconciliation on a matter that has long troubled the Puerto Rican community, and will be applauded internationally.

Sincerely,


Manuel Mirabal
President & CEO

1700 K Street, N.W.

Suite 500

Washington, DC 20006

202.223.3915

fax: 202.429.2223

e-mail: NPRC@aol.com





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1700 K Street, N.W.

Suite 500

Washington, DC 20006

Honorable William J. Clinton
President of the United States of America
The White House
1600 Pennsylvania Avenue
Washington, DC

THE WHITE HOUSE
WASHINGTON

Date 8-11-99

To: PODESTA, SOSNICK, UCELLI, TOIV

From: The Staff Secretary

GENE WANTS THIS
TO GO TO THE PRESIDENT
ASAP. I'LL SEND TO
RESIDENCE TONIGHT, UNLESS
YOU OBJECT.

-David

THE WHITE HOUSE

WASHINGTON

August 11, 1999

MEMORANDUM FOR THE PRESIDENT

FROM: GENE SPERLING

SUBJECT: ECONOMIC MANTRA FOR THE YEAR 2000: "20 Million Jobs and the Longest Expansion in History"

In February of 2000 the Administration will hit the longest expansion in history and somewhere between December-March we are also likely to hit 20 million new jobs. We need to create a strategy that will make the sentence "20 million new jobs and the longest expansion in history" the Administration mantra that is repeated with mind numbing repetition by every Administration official and by every Administration validators at every level.

If you think this is a good idea, I will work with John Podesta and the economic and communication teams to both develop a complete strategy and to prepare these two announcements -- "20 million jobs" and the "longest expansion in history" -- so as to encourage widespread use of this mantra. Below are some very preliminary ideas:

- Provide historical record, comparisons, and documentation for both achievements so that when these achievements happen we will be completely prepared to make our case to the press, supply information to validators and briefing materials to Congressional members.
- Anticipate and prepare Q & A for each and every one of our opponents' attacks on our record or bogus arguments as to why Bush or Reagan deserve the credit.
- Design clear charts and single page talking points that are easily accessible and widely disseminated.
- Coordinate with our communication and press offices to develop a thorough plan to make sure our message gets out.
- Have Podesta and the economic team brief Democratic House and Senates Caucuses.

For each separate milestone there are specific steps that we should take to ensure that you get the credit you deserve for this country's economic prosperity.

STRATEGY

20 Million New Jobs

While we can not know exactly when we will achieve this impressive figure, we should be prepared by having a plan in place for when we do. This could include:

- Have people readied to submit op-eds and make the case that Reagan only created 16 million new jobs in 8 years while you have created 4 million more jobs in 1 year's less time (Reagan and Bush together created only 18 million new jobs in 12 years). Even when accounting for GDP and population growth your tenure has been one of the best in terms of overall job growth in this century.
- A large backdrop that reads "20 million new jobs" that you would stand in front of as you make the official announcement.
- A large mailing to friends and supporters of buttons that read "20 million new jobs."

Longest Expansion in History

This piece of the mantra is a bit more complicated to prepare for because formally it would not be until the first week of March that the Employment numbers are released that will definitively confirm that we were still in an expansion in February. Indeed the GDP numbers for the first quarter do not come out until April. If we wait this long, it will be old news already. Therefore, early on, I will consult with members of your economic team and others to decide what the soonest possible time is that we could credibly claim that we have reached this milestone. Once your economic team makes a decision on when we can publicly claim this we could do the following:

- Ask Bob Rubin to do an op-ed as well as ask Laura D'Andrea Tyson to make this achievement the focus of her *Business Week* column.
- Produce public documents that clearly and emphatically show why your policies have made a difference and are responsible for our economic prosperity over the past seven years.
- Collect all Chairman Greenspan, Paul Volker, Merrill Lynch type quotes that give the 1993 Economic plan and the 1997 Balanced Budget Act credit for deficit reduction and strengthening the economy.

Podesta

8-11-99

with the covered as an Education week - 3 or 4 days, not just 1, use cert in Cong the bill as key -

- **Back-to-School Bus Tour:** From August 31-September 3, Secretary Riley will tour TN, AL, GA, NC, and SC as part of his bus tour to promote America Goes Back to School. Events will include school visits, a Mars Millennium Project launch, rallies, and meetings with community leaders, educators, and public officials.

- **FL Voucher Plan:** On July 29, the American Federation of Teachers filed a lawsuit in FL charging that the state voucher program violates the state constitutional requirement that FL provide "uniform, efficient, safe, secure and high-quality public education", and that the voucher program illegally permits tax dollars to be used for religious purposes.

- **Safe and Drug-Free Schools:** On August 12, Secretary Riley will host a Satellite Town Meeting, "Safe Schools, Safe Students: What Parents Can Do." Attorney General Reno is expected to participate in the event. The teleconference will feature practical advice from local educators, community leaders, law enforcement officials, and medical and mental health professionals on what can be done at home and at school to keep students safe. To date, more than 170 communities across the country, including Jefferson County, CO, have agreed to serve as downlink sites for the event.



- **Reading Excellence Grants:** By August 13, DOEd plans to announce \$241 million in FY99 Reading Excellence Program grants, which support research-based reading instruction, professional development for teachers, family literacy, and extended learning activities targeted to help children learn to read well and independently by the end of the third grade.

Podesta
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- **Child Care Access Means Parents in School:** By August 13, DOEd plans to announce \$4.95 million in Child Care Access Means Parents in School grants, which support the participation of low-income parents in postsecondary education through the provision of campus-based child care services. Eighty-seven institutions of higher learning, representing 32 states and Puerto Rico, are scheduled to receive grants, including 11 institutions classified as "Hispanic serving," two tribal colleges, one native Hawaiian institution, and one historically black university.



- **Teacher Technology Grants:** During the week of August 23, DOEd plans to announce the Preparing Tomorrow's Teachers to Use Technology Grants to support teacher preparation programs in their efforts to develop well-qualified, technology-proficient teachers who are prepared to teach in 21st century schools. There are three types of grants: capacity building, implementation, and catalyst. A total of \$75 million will be distributed in grants ranging from \$40,000 to \$740,000 annually.

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Podesta
Marshall

8-11-99

DEPARTMENT OF TRANSPORTATION

- **Appalachian Summit:** From August 12-13, as part of your New Markets Initiative, Secretary Slater will address the Appalachian Summit. DOT will explore economic development and transportation needs facing the region in concert with issues addressing special housing, labor, agriculture and rural development.

- **Airport and Transit Improvement Grants:** On July 30, Vice President Gore and Secretary Slater announced the award of grants and FTA funds totaling more than \$83.3 million for airport and transit improvements in IA, VA, UT, NY, MD, and IL.

New Chicago Air Service: On July 27, DOT reallocated takeoff and landing rights at Chicago's O'Hare Airport to provide new regional jet service for Baton Rouge, LA; Huntsville and Mobile, AL; and Charleston, SC. DOT also expects to award three exemptions for service to O'Hare from Charleston, SC.

AR Liability Insurance for State Boat Registration: On July 30, the AR legislature passed legislation that requires owners of motorboats with more than 50 horsepower and personal watercraft to have liability insurance. AR tied this requirement to boat registration, which means the owner must show proof of liability insurance in order for the state to register the vessel. Based on a legal opinion from the Coast Guard, a state cannot make insurance a condition for registering a boat.

DEPARTMENT OF ENERGY

- **Nigeria:** From August 13-15, Secretary Richardson will travel to Nigeria for meetings with newly-elected President Obasanjo, and members of his cabinet involved in energy, economic, and environmental issues. Secretary Richardson is also scheduled to visit oil facilities in the Niger Delta region of the country owned jointly by the Nigerian National Petroleum Company and the U.S. firms Chevron and Mobil. Secretary Albright has identified Nigeria as one of four priority countries for U.S. assistance to support the transition to democratic rule.

ENERGY STAR Compact Fluorescent Lamps: On August 17, at the National Hardware Show in Chicago, IL, DOE will announce that qualifying compact fluorescent lamps (CFLs) will be the latest products to carry the ENERGY STAR label. Each ENERGY STAR CFL that replaces an incandescent bulb will save consumers up to \$45, provide superior light, and last five to seven years before it needs changing. The ENERGY STAR program currently has 49 utility partners, 135 manufacturing partners, and more than 3,500 retail partners that make energy efficient products available to more than 42 million people.

Podesta

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We should
do a good report on this
putting into WH — Bz

Copied
Spelling
Ballantine
Podesta
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Ballantine
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Federal Executive

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Giles
at the time
at the time