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memo	From Brzezinski to The President (one page) re: The ELF Decision	10/25/79	A

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file  
background  
for Pres  
trip  
DF

ID 794687

THE WHITE HOUSE  
WASHINGTON

DATE: 25 OCT 79

FOR ACTION: STU EIZENSTAT

JACK WATSON

INFO ONLY: THE VICE PRESIDENT

FRANK MOORE

RICK HERTZBERG

FRAN VOORDE

PHIL WISE

SUBJECT: GOLDSCHMIDT MEMO RE PROVIDENCE, RHODE ISLAND NORTHEAST  
CORRIDOR PROJECT RAIL RELOCATION PLAN

+++++  
+ RESPONSE DUE TO RICK HUTCHESON STAFF SECRETARY (456-7052) +  
+ BY: 1200 PM SATURDAY 27 OCT 79 +  
+++++

ACTION REQUESTED: YOUR COMMENTS

STAFF RESPONSE: ( ) I CONCUR. ( ) NO COMMENT. ( ) HOLD.

PLEASE NOTE OTHER COMMENTS BELOW:

<input checked="" type="checkbox"/>	FOR STAFFING
<input type="checkbox"/>	FOR INFORMATION
<input type="checkbox"/>	FROM PRESIDENT'S OUTBOX
<input type="checkbox"/>	LOG IN/TO PRESIDENT TODAY
<input type="checkbox"/>	IMMEDIATE TURNAROUND
<input type="checkbox"/>	NO DEADLINE
<input type="checkbox"/>	FOR APPROPRIATE HANDLING
<input type="checkbox"/>	LAST DAY FOR ACTION

<input type="checkbox"/>	ADMIN CONFID
<input type="checkbox"/>	CONFIDENTIAL
<input type="checkbox"/>	SECRET
<input type="checkbox"/>	EYES ONLY

ACTION  
FYI

<input checked="" type="checkbox"/>	VICE PRESIDENT
<input type="checkbox"/>	JORDAN
<input type="checkbox"/>	CUTLER
<input type="checkbox"/>	DONOVAN
<input checked="" type="checkbox"/>	EIZENSTAT
<input type="checkbox"/>	MCDONALD
<input checked="" type="checkbox"/>	MOORE
<input type="checkbox"/>	POWELL
<input checked="" type="checkbox"/>	WATSON
<input type="checkbox"/>	WEDDINGTON
<input type="checkbox"/>	WEXLER
<input type="checkbox"/>	BRZEZINSKI
<input type="checkbox"/>	MCINTYRE
<input type="checkbox"/>	SCHULTZE
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<input type="checkbox"/>	ANDRUS
<input type="checkbox"/>	ASKEW
<input type="checkbox"/>	BERGLAND
<input type="checkbox"/>	BROWN
<input type="checkbox"/>	CIVILETTI
<input type="checkbox"/>	DUNCAN
<input type="checkbox"/>	GOLDSCHMIDT
<input type="checkbox"/>	HARRIS
<input type="checkbox"/>	KREPS
<input type="checkbox"/>	LANDRIEU
<input type="checkbox"/>	MARSHALL

<input type="checkbox"/>	<input type="checkbox"/>	MILLER
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<input type="checkbox"/>	<input type="checkbox"/>	BUTLER
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	HERTZBERG
<input type="checkbox"/>	<input type="checkbox"/>	HUTCHESON
<input type="checkbox"/>	<input type="checkbox"/>	KAHN
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<input type="checkbox"/>	<input type="checkbox"/>	MARTIN
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<input type="checkbox"/>	<input type="checkbox"/>	SPETH
<input type="checkbox"/>	<input type="checkbox"/>	STRAUSS
<input type="checkbox"/>	<input type="checkbox"/>	TORRES
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	WISE



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

OCT 23 1979

MEMORANDUM FOR:

The President  
The White House

FROM:

Neil Goldschmidt  
Secretary of Transportation

SUBJECT:

Providence, Rhode Island  
Northeast Corridor Project  
Rail Relocation Plan

A handwritten signature in black ink, which appears to be 'Neil Goldschmidt', is written over the typed name and title of the Secretary of Transportation.

During your visit to Providence, Rhode Island, next week for the Transportation Energy Summit, you should consider making special announcements regarding an important Department of Transportation achievement and accompanying legislative initiatives. The Department has achieved a breakthrough by responding to local initiatives and leveraging Federal funds to stimulate economic redevelopment and revitalization of downtown Providence.

At the request of Senators Pell and Chafee, Governor Garrahy, Mayor Cianci of Providence, and prominent business leaders including Mr. Bruce Sundlun of the Outlet Company, the Department, through its Northeast Corridor Rail Improvement Project, has agreed to support relocating the existing railroad station complex shown in Figure 1 to a location at the base of the State Capitol.

Through relocation, large amounts of presently underdeveloped land will become available for major development of commercial, residential, and recreational facilities in the center of downtown Providence. Figure 2 illustrates the potential of this Capital Center Project.

The intercity and commuter rail station will have a location of considerable prominence within the revitalized downtown, adjacent to the historic State Capitol. Considerable effort has been spent in developing an appropriate design for the new station. Figure 3 illustrates the proposed station complex.

The Department's and the local officials' efforts to implement this plan culminated last week when commitments were made to us for the required non-Federal funds (\$20 million), and Amtrak, the Providence and Worcester Railroad, and the city stated their intent to exchange the necessary parcels of real estate.

This project represents a significant achievement by the Federal Government in using its influence and funds to stimulate private sector economic development of a decaying urban core with the full cooperation of local, State, Congressional, and Federal agencies.

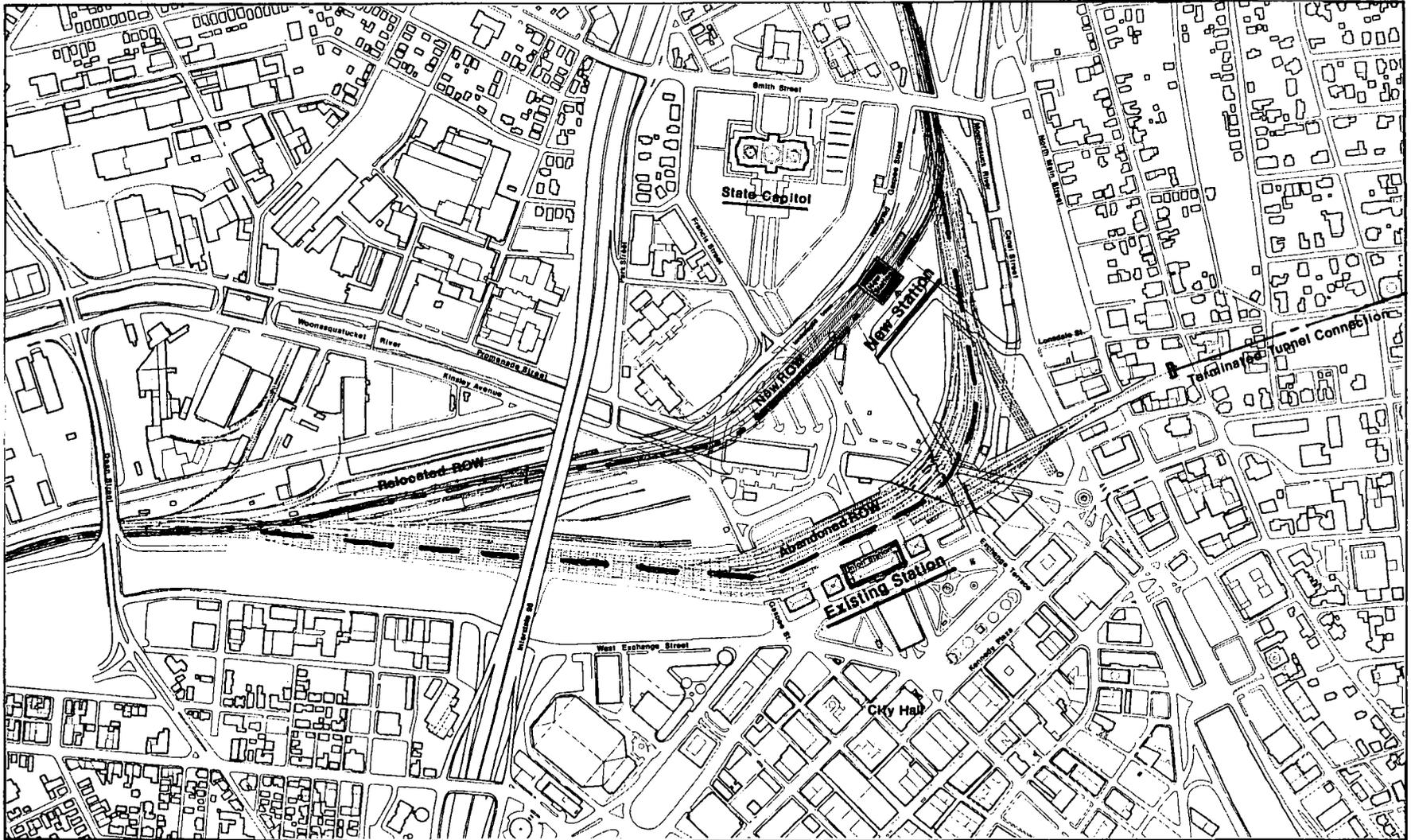
Realization of the relocation plan and subsequent downtown revitalization required the continued cooperation of all parties, future environmental clearances and Congressional approval of my proposed request for new funding for the Northeast Corridor Project.

The larger Northeast Corridor Project, of which the Providence relocation project is part, can be spotlighted as further evidence of your commitment to improving mass transit facilities in the Northeast and the energy-saving benefits which result. The proposed announcements, therefore, are compatible with the energy-related thrust of your Providence visit.

My proposal has further political benefits since it is being promoted by Rhode Island's senior Democratic Senator, Claiborne Pell, who has been in the forefront of efforts to revitalize Northeast rail passenger operations for nearly 20 years, and has the enthusiastic support of Democratic Governor J. Joseph Garrahy.

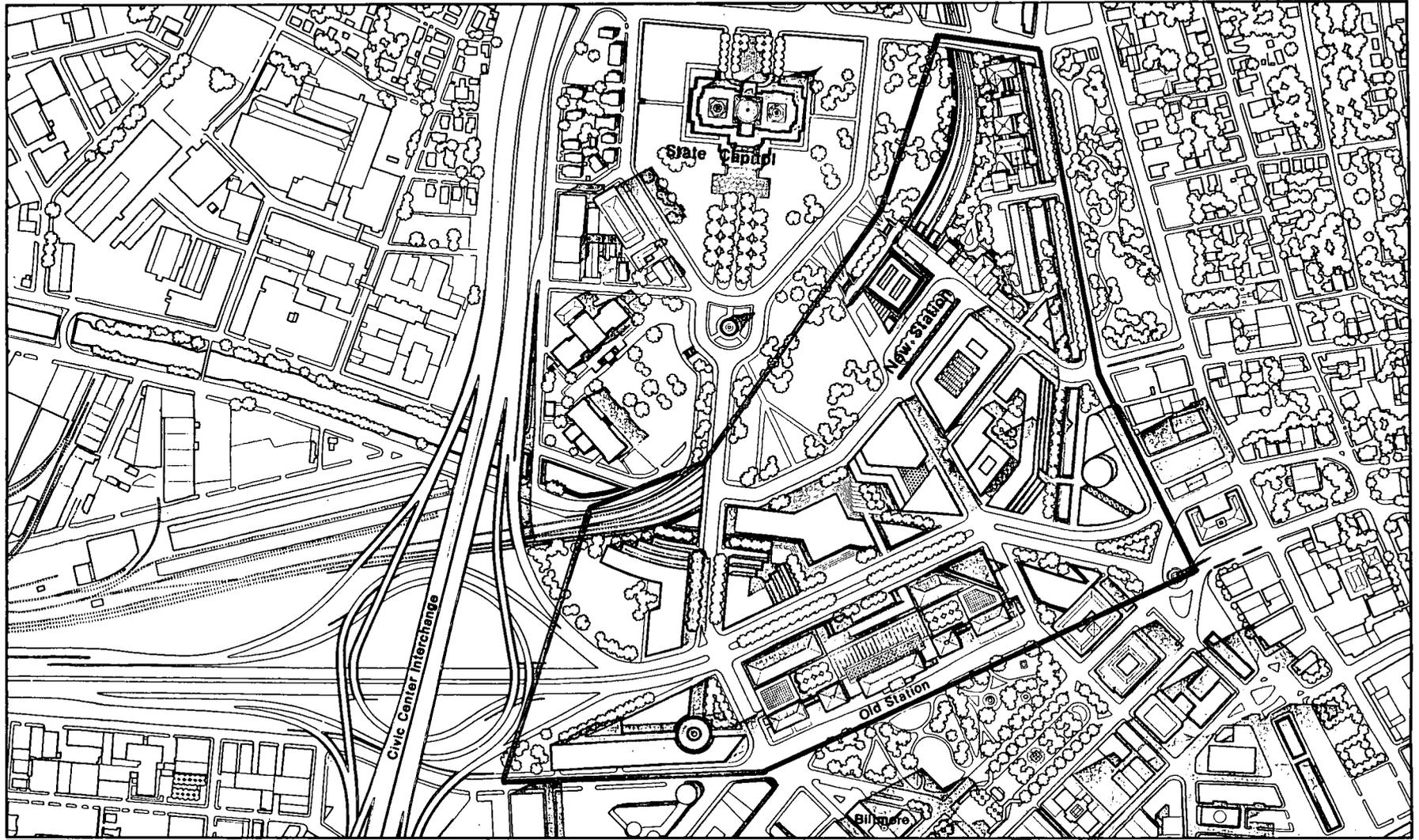
Should you agree to proceed with this announcement, I will work with your staff to assure that the full benefits of this project accrue to the Administration and appropriate Congressional and local officials.

Enclosures



↑ 0 200 400 1:12,500 Providence Rail Relocation Study Fig. 1

# Baseline Rail Relocation Plan



# Redevelopment Area - Capital Center Plan



Providence Rail Relocation Study **Fig. 3**

## Perspective View