

Senate Commerce Committee Nominee Questionnaire, 118th Congress

Instructions for the nominees: The Senate Committee on Commerce, Science, and Transportation (the “Committee”) asks you to provide typed answers to each of the following questions. It is requested that the nominee type the question in full before each response. Do not leave any questions blank. Type “None” or “Not Applicable” if a question does not apply to the nominee. Begin each section (i.e., “A”, “B”, etc.) on a new sheet of paper. Electronically submit your completed questionnaire to the Committee in PDF format and ensure that sections A through E of the completed questionnaire are in a text searchable and that any hyperlinks can be clicked. Section F may be scanned for electronic submission and need not be searchable.

A. BIOGRAPHICAL INFORMATION AND QUALIFICATIONS

1. Name (Include any former names or nicknames used):

Elaine Marie Clegg, Elaine Marie Godfrey (maiden name)

2. Position to which nominated:

Amtrak (National Passenger Rail Corporation) Board of Directors

3. Date of Nomination:

May 2, 2024

4. Address (List current place of residence and office addresses):

Home: [REDACTED]
[REDACTED]

Office: 700 NE 2nd Street
Meridian, ID 83642

5. Date and Place of Birth:

April 5, 1955, Boise, Ada County, ID

6. Provide the name, position, and place of employment for your spouse (if married) and the names and ages of your children (including stepchildren and children by a previous marriage).

Brett Wynn Clegg, Jacobs Solutions Inc.
April Lynette Truax, 43 years old
Zachariah Brett Clegg, 41 years old
Dominique Nichole Oakley, 40 years old
Kelsie Anne Clegg, 35 years old
Whitney Dawn Clegg, 33 years old

7. List all college and graduate schools attended, whether or not you were granted a degree by the institution. Provide the name of the institution, the dates attended, the degree received, and the date of the degree.

Boise State University, Boise, ID, 1973-1977, 1996-1997
B.A., Fine Arts, Painting and Drawing Emphasis
Graduated 1997, Cum Laude.

List all post-undergraduate employment, including the job title, name of employer, and inclusive dates of employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

2023 - Present
Chief Executive Officer
Valley Regional Transit
Ada and Canyon Counties, HQ Meridian, ID

2004-2023
City Council Member Seat 5
City Council President or Pro-Tem 2005-2006, 2015-2023
City Of Boise
Boise, ID

2004-2023
Program Manager
Idaho Smart Growth
Boise, ID

2013, 2020-2022
Interim Executive Director
Idaho Smart Growth
Boise, ID

1998-2003
Co-Executive Director
Idaho Smart Growth
Boise, ID

1992-1998
Local Ad Program Advertising Designer
PayLess Drug Stores
District 7, Boise, ID

1993-1998
Weekend Bookkeeper
PayLess Drug Stores
District 7, Boise, ID

1979-1992
Self Employed – Graphic Design, Fine Art

Boise, ID

9. Attach a copy of your resume. Attached
10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above after 18 years of age.
 - Idaho Lands Resource Coordinating Council, Idaho Department of Lands, 2013-2023, Council member
 - City of Boise, Arts and History Commission, 2004-2011, Commissioner
 - Idaho Transportation Department, Safe Routes to School Advisory Committee (SRTS), committee member 2004-2013
 - City of Boise, Neighborhood Alliance, city advisory committee 1988-2002
 - City of Boise, Foothills Planning Advisory Committee, Neighborhood Chair, 1992-1996
11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution.
 - Service as National Board and Advisory Committee member
 - The Bus Coalition, Board member, 2023-present
 - The American Public Transportation Association (APTA) High Speed and Inter-City Passenger Rail Committee member 2023-present
 - National League of Cities (NLC) 2009-2023 - Board member 2022,
 - NLC Transportation and Infrastructure Service Committee leadership 2015-2022, Chair 2022.
 - Association of Metropolitan Planning Organizations (AMPO), 2009-2019 - Board member, President 2015-2017,
 - Surface Transportation Policy Partnership, 2006-2019, Board member, Secretary 2016-2019
 - Transportation for America, 2011-2015 Advisory Committee
 - Regional/State Board member positions;
 - Community Planning Association of Southwest Idaho (COMPASS), 2004-present – Board Chair 2020, Executive Committee 2017-2023,
 - The Treasure Valley Clean cities Coalition, Board member 2023-present
 - Valley Regional Transit (VRT) 2006-2023 Board Chair 2014 and 2018,
 - Association of Idaho Cities 2006-2023, Executive Committee 2016-2023, Board President 2019,
 - Idaho the Association for the Gifted, Board Member, 1994-2003, Board Chair 2002

12. Please list each membership you have had after 18 years of age or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization. (For this question, you do not have to list your religious affiliation or membership in a religious house of worship or institution.). Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

- North End Neighborhood Association, Boise, ID, member, Board member, President 1985-89
- Parent Teacher Association, Longfellow Elementary school, 1990-1995
- Silver Sage Girl Scout Council, Troop leader, 1995-1998
- North Boise Little League, coach,
- Idaho Smart Growth, Boise, ID, member, 1998-present
- Idaho Walk Bike Alliance, Boise, ID, member, 2010-present
- American Planning Association, Idaho Chapter, member 2012-present
- Urban Land Institute, Idaho Chapter, member 2018-present
- Treasure Valley Canopy Network, Treasure Valley, Boise, ID, member 2020-present
- Women's Transportation Seminar, Southwest Idaho Chapter, member 2018-2020, 2023-present

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any outstanding debt, the amount, and whether you are personally liable for that debt.

2004-2023
City Council Member Seat 5
City Of Boise, Boise, ID
Campaign account closed, no debt incurred

14. List all memberships and offices held with and services rendered to, whether compensated or not, any political party or election committee within the past ten years. If you have held a paid position or served in a formal or official advisory position (whether compensated or not) in a political campaign within the past ten years, identify the particulars of the campaign, including the candidate, year of the campaign, and your title and responsibilities.

NONE

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years.

Candidate	Office	Date	Amount
Diana Lachiondo	Ada County Commission	6/18/2020	\$200.00
Lauren Mclean	Mayor, City of Boise	4/7/2023	\$250.00
Jimmy Hallyburton	Boise City Council, Seat 3	8/29/2023	\$200.00
Lauren Mclean	Mayor, City of Boise	8/29/2023	\$250.00

16. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements.

- City of Boise, Key to the City honoree, 2023
- Association of Idaho Cities, John Evans Distinguished Service award 2023
- Idaho Business Review Women of the Year 2020
- Boise State University Distinguished Alumni 2018

17. List each book, article, column, letter to the editor, Internet blog posting, or other publication you have authored, individually or with others. Include a link to each publication when possible. If a link is not available, provide a digital copy of the publication when available.

The Consequences of Residential Infill Development on Existing Neighborhoods in the Treasure Valley, a Study and Conclusions;

https://www.idahosmartgrowth.org/wp-content/uploads/2014/04/uliisg_infill_report.pdf

Find Presentation here: https://www.idahosmartgrowth.org/wp-content/uploads/2014/04/infill_forum_presentation.pdf

Quality Infill Recommendations and Tools:

https://www.idahosmartgrowth.org/wp-content/uploads/2014/05/quality_infill_final1.pdf

Find Presentation here: https://www.idahosmartgrowth.org/wp-content/uploads/2014/04/isg_quality_infill_presentation.pdf

Smart Growth Best Practices, Putting Smart Growth Policy into Practice:

https://www.idahosmartgrowth.org/wp-content/uploads/2014/05/smart_growth_best_practices_21.pdf

Safe Routes to School Handbook of Best Practices:

https://www.idahosmartgrowth.org/wp-content/uploads/2014/05/safe_routes_to_school_bp_final-compressed.pdf

Appendix B – Community Reviews and Best Practice Recommendations:
https://www.idahosmartgrowth.org/wp-content/uploads/2014/05/safe_routes_to_school_city_policy_review.pdf
Model School District Policies in Support of Safe Routes to School:
<https://www.idahosmartgrowth.org/wp-content/uploads/2014/05/Model-School-Policies.pdf>

Code Reform – Model Codes

Introduction: <https://www.idahosmartgrowth.org/wp-content/uploads/2014/10/Introduction-to-zoning-for-smart-growth.pdf>
Comprehensive Planning Policies: <https://www.idahosmartgrowth.org/wp-content/uploads/2014/10/Comprehensive-Planning-Policies-final.pdf>
Module 1, Mixed use Activity Centers: <https://www.idahosmartgrowth.org/wp-content/uploads/2014/10/Z2-Neighborhood-Market-Place-District-final.pdf>
Module 2, Neighborhood Marketplace District:
<https://www.idahosmartgrowth.org/wp-content/uploads/2014/10/Z1-Mixed-Use-Activity-Center-Zone-final.pdf>
Module 3, Accessory Dwelling Units: <https://www.idahosmartgrowth.org/wp-content/uploads/2014/10/Z3-Accessory-Dwelling-Units-final.pdf>
Module 4, Connectivity Standards: <https://www.idahosmartgrowth.org/wp-content/uploads/2014/10/Z4-Connectivity-Standards-final.pdf>

18. List all speeches, panel discussions, and presentations (e.g., PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.
See attached spreadsheet

19. List all public statements you have made during the past ten years, including statements in news articles and radio and television appearances, which are on topics relevant to the position for which you have been nominated, including dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available.
See Attached spreadsheet

20. List all digital platforms (including social media and other digital content sites) on which you currently or have formerly operated an account, regardless of whether or not the account was held in your name or an alias. Include the full name of an “alias” or “handle”, including the complete URL and username with hyperlinks, you have used on each of the named platforms. Indicate whether the account is active, deleted, or dormant. Include a link to each account if possible.

Facebook: Elaine M Clegg [elaine.m.clegg](https://www.facebook.com/elaine.m.clegg)

Facebook: Elaine Clegg for Valley Regional Transit [clegg4VRT](https://www.facebook.com/clegg4VRT)

Twitter: Elaine Clegg, VRT CEO [@clegg4VRT](https://twitter.com/clegg4VRT)

Linkedin: Elaine Clegg, CEO, Valley Regional Transit [LinkedIn](https://www.linkedin.com/in/elaine-clegg)

21. Please identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date and subject matter of each testimony.

HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT HEARING "ADDRESSING
THE ROADWAY SAFETY CRISIS: BUILDING SAFER ROADS FOR ALL" JUNE
8, 2022

[Link to statement](#)

[Link to hearing](#)

22. Given the current mission, major programs, and major operational objectives of the department/agency to which you have been nominated, what in your background or employment experience do you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position?

My many years of service as an elected public sector city council member with oversight and accountability on policy and budget across the city organization and as a board member in many organizations working on local and national transportation issues has given me a depth of knowledge of the workings of complicated budgets in the \$100Ms. These were also experiences for which the ability to know and manage policy and oversight across a multi-faceted transportation organization – across both operations issues as well as policy improvements – has been a critical asset. I am a policy wonk who is never content with merely accepting what is without questioning what could be and how it could be done better and more effectively. Never short on ideas myself, my deep background in team sports has served me well to help find the best ideas collaboratively, whether mine or someone else's, and then pulling together as a team to move them forward. The challenges of reinvigorating passenger rail in the United States to act as a national connector while not losing sight of the focus needed on the important high-capacity corridors along the east and west coasts will require that kind of cooperative approach. I am excited to bring those skills to this important work at such a vital moment in the history of improving transportation choices and connections in the US. I am also eager to explore the promise of high performing rail corridors that look to maximize the service of these important rights of way and utilize the joint freight/passenger potential as a feature not a bug.

23. What do you believe are your responsibilities, if confirmed, to ensure that the department/agency has proper management and accounting controls, and what experience do you have in managing a large organization?

Board members have a responsibility to do their homework before board meetings, request material they think is necessary to provide good oversight, engage at board meetings with questions and comments and to understand the budget and any budget materials provided. Those who know me will tell you that I am that kind of board member. I always come prepared, I always ask questions beforehand if there is something I don't fully understand, I listen to presentations and engage in discussion around them, I am never afraid to ask to remove things from the consent agenda if needed or to hold things for follow-up if they are not ready for decision. I am a stickler for process, as good process leads to good information which leads to good decisions. I have spent much of my working life developing skills and strategies to foster and listen to productive insight from the public on issues they care about. For over 19 years as an elected public sector city council member, I had oversight and accountability on policy and budgets in the \$100Ms, across 12 complex departments in the city organization. I oversaw the implementation of a new procedure using the city council office of internal audit to regularly audit everyday expenditures at the city not just to find the pennies that were not being spent appropriately but to report and provide recommendations to improve procedures and processes that were not working correctly. This improved the efficiency of the financial transactions at the city. That oversight led to clean audits. Importantly, it also raised confidence in the expenditure processes that allowed us to move policy more quickly to implementation by managing the funding effectively in a priority-based budgeting process. Getting to best outcomes requires not just spending the money according to the rules, but also spending it to move forward most effectively on priorities. I will bring that commitment and experience to this position.

24. What do you believe to be the top three challenges facing the department/agency, and why?

The National Passenger Rail Corporation, Amtrak, has been challenged since its inception with uncertain future budgets and unpredictable policy support. The lack of certainty and predictability has contributed to the three challenges now facing the organization. And yet the Bipartisan Infrastructure Law (BIL) authorized more funding for rail projects and operations than the US has seen in decades. Spending that money and doing it well overarches all issues.

- A. The Northeast Corridor (NEC), while very successful, was developed with a heavy commuter focus. Amtrak owns much of the right-of-way along the NEC and there are portions in need of modern improvements and other portions where those improvements must be done collaboratively with partners. The equipment is old. The BIL authorizes historic levels of funding to meet these challenges.

Simultaneously looking at different operational strategies to meet a new demand less focused on commuters, taking delivery and testing the new equipment that has been ordered but is late arriving due to supply chain challenges and developing the plans, designs and then constructing the needed infrastructure improvements must be achieved for the NEC to live up to its potential.

- B. The areas in the US that are not on the east or west coasts have spotty passenger rail service. In some places the service does not meet expectations for on time performance or quality. It is plagued in many places with delays due to operating on freight rail corridors. In others the rail is lower speed and the run times are long. Some parts of the US, particularly the intermountain west, lack service entirely. Connections between routes and between important destinations are not timely. In the face of these hurdles many are judging whether the system is worthy of more investment.

Building national support to invest in rail on par with the investment this country made in highways in 1956 would change the face of travel in the country. It would grow the economy, allow winter trips that are not being taken today because of weather-related barriers, serve numerous city pairs that have no travel options except driving under the current system, bridge the great distances in the west and provide more timely connections across the US. To prompt more support, Amtrak must try new ideas. More effective operation/management contracts and systems such as the Capitol Corridor in California that allow freight and passenger to not only coexist but to thrive in moving more freight and more people on time should be explored. Upgrading equipment and amenities for a better trip, trying new ideas such as interlined routes and overlapping more effectively with state supported routes to achieve higher frequency may be options. If successful, the system can become as well-traveled as rail systems in other parts of the world and can build bipartisan support for the investments needed to make it work.

- C. Amtrak is in the midst of hiring (and rehiring) an unprecedented number of staff. Finding the right people, getting them trained, and putting them into service while keeping safety at the forefront is not an easy task, but is necessary to run the system that many envision. Staff alone won't make the organization run better unless they are the right people, with the right task. The board oversight of management can help deliver on that.

I have the intersection of Board expertise, budget experience and policy knowledge, paired with a big picture outlook to address these challenges.

B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts, such as a 401(k) or pension plan.

- I currently work as CEO of Valley Regional Transit, the regional transit authority for Ada and Canyon Counties in the Boise ID metropolitan region. I am a fully vested member of the Public Employee Retirement System of Idaho (PERSI), a defined benefit pension plan. I hold a small 401K account with PERSI
- I was an elected member of the Boise City Council for 19+ years and also participated in PERSI through the city and hold a 401K through the city.
- I previously worked for the non-profit Idaho Smart Growth and hold 401Ks from that time.
- I hold small 401K funds from working at PayLess Drug Store early in my career.
- My husband has worked for Jacobs Solutions Inc, previously CH2M Hill Inc. for over 45 years, he still works part time. We hold a small defined benefit pension from the first few years of his service. We hold larger 401K funds and have re-invested stock and other assets from his time there in IRAs ROTH IRAs and Annuities.

2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association, or other organization during your appointment? If so, please explain.

I plan to continue employment as CEO of Valley Regional Transit and to retain positions as a member of the Boards of The Bus Coalition, the Community Planning Association of Southwest Idaho and the Treasure Valley Clean Cities Coalition, and membership on the American Public Transportation Association High Speed and Passenger Rail committee. I would intend to retain memberships in The Women's Transportation Seminar, ULI, Idaho Chapter, APA Idaho Chapter and non-profit memberships in Idaho Smart Growth, the Idaho Walk Bike Alliance and the Treasure Valley Canopy Network..

3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

In connection with the nomination process, I have consulted with the designated Amtrak ethics official to identify potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the Amtrak Board of Directors' Code of Business Conduct and Ethics and the terms of Amtrak's Ethics Opinion Letter which has been provided to this Committee. I am not aware of any other potential conflicts of interest.

4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

NONE

5. Identify any other potential conflicts of interest, and explain how you will resolve each potential conflict of interest.

6. NONE

6. Describe any activity during the past ten years, including the names of clients represented, in which you have been engaged for the purpose of directly or indirectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy.

I have commented and advocated to the Idaho congressional delegation for transportation policy on every reauthorization since 1998 particularly working to help the delegation understand strengths of a balanced transportation systems with multiple mode options and in support of establishing a Safe Routes to School policy and program during the TEA-21 and SAFETEA-LU reauthorizations. Later I worked with the Idaho congressional delegation to ensure SRTS was continued in the consolidation of Transportation Enhancements and SRTS into the new Transportation Alternatives program in Map-21. Most of that advocacy was related to my work at Idaho Smart Growth.

As a Board member for the Association of Metropolitan Planning Organizations (MPOs) I served on a study committee that included representatives from other national organizations in preparation for the Map-21 reauthorization that worked to develop policy options designed to make MPOs more effective and efficient and ultimately supported only minor policy changes and an increase in funding for planning grants to address the growth in the number of MPOs authorized during MAP-21

As a private citizen and a city council member I have generally advocated for establishment of passenger rail service in Idaho since Idaho lost that service in 1997, including specifically supporting the bipartisan efforts of Senators Crapo and Wyden to study the restoration of the Amtrak Pioneer Route in 2008 and 2009 to the Idaho congressional delegation and germane committee members.

At Idaho Smart Growth I convened the voice of the non-profit planning community to develop positions on state policy issues from 2014-2016. My job was to then inform members of our organization on those positions and ask those members to comment to their legislators. Those positions were generally protection of the Local Land Use Planning Act provisions on growth management, specifically annexation

policy and area of city impact policy. That group also supported state support for SRTS after the changes consolidating it into the Transportation Alternatives Program in national policy during Map-21 that continued in the FAST-Act.

During the last decade I have advocated for better transportation policy and policy that impacts housing and land use at both the state and national level on several fronts. Most of this work was focused on transportation policy at the national level and much of it overlapped my roles on city council and at Idaho Smart Growth. This advocacy was informed by my membership and chairmanship of the Transportation and Infrastructure Services Committee (TIS) at the National League of Cities (NLC), my service as a City Council member and member of the Association of Idaho Cities board and legislative committee, as a member of the Greater Northwest Passenger Rail Working Group and most recently as a Board member for the Bus Coalition and Committee member of the APTA high Speed & passenger Rail Committee. This advocacy was generally in support of Safe Routes to Schools policy and programs; complete streets policies; bicycle, pedestrian and transit user safety policies including Vision Zero and Safe Systems; restoration of passenger rail service in the greater northwest, continued growth in rail funding and authorized transportation funding levels that supported growth in roadways, transit, bicycle and pedestrian, and rail infrastructure. Listed below are the issues I worked directly on with members of Congress or through my organizational representation and the organization I was working with.

2015-2020 – Issues related to the implementation of the transportation reauthorization (FAST-Act) related to consolidation of the SRTS and Transportation Enhancements programs into Transportation Alternatives; issues related to implementing complete streets policies at US DOT and the Idaho Transportation Department; establishment of a child pedestrian safety program in Idaho – advocated as Idaho Smart Growth representative to Idaho congressional delegates and germane committee members, and to state legislators and officials.

2015-2020 – Issues related to the transportation reauthorization (FAST-Act) and advocating to broaden the flexibility allowed in the restructuring of the Surface Transportation Program into the Surface Transportation Block Grant (STBG); issues related to the implementation of the STBG program – advocated as a MPO and AMPO Board member and city council advocate to Idaho congressional delegates.

2009-2020 – Issues related to general principals in the TIS policy; local control and flexibility in use of federal highway trust funds including sub allocating funds to the MPO or local level; modal equity, intermodalism and multimodalism; user safety; streamlining project delivery and reducing duplicative and allowing concurrent reviews; increased funding for transit; comprehensive planning for passenger rail expansion; increase funding for rail infrastructure; rail safety including blocked crossings and information sharing around hazardous fuels movement; freight planning and discretionary grants; supporting further testing of alternative means of collecting funds for the highway trust fund; allowing technological innovations to be tested;

continuing federal support for airports; airport noise concerns as next-gen traffic control is implemented; - advocated as a city council member and member of the NLC TIS committee to Idaho congressional delegates and administration members at US DOT

2020-2023 - Issues related to transportation reauthorization/infrastructure package (Moving American Forward Act - H.R. 2); later the Infrastructure Investment and Jobs Act (Pub. L. 117-58); issues related to rental assistance and increased funding for housing assistance related to the financial pressures created by the pandemic; implementation of IIJA; issues related to the creation of a Greater Northwest Passenger rail working group; return of the Pioneer Rail Services; FRA Corridor Rail ID program; advocate for transit funding and flexibility; review disparity in airport funding issues in CARES Act – advocated as a city council member to Idaho congressional delegates.

2021-2023 – Continued advocacy on issues related to the TIS policy specifically related to; new discretionary grant programs in support of sub-allocation; technical assistance to eligible applicants of new discretionary programs to ensure equitable access to those programs; safe systems approach to roadway injuries and deaths; increased support for passenger rail planning and expansion; improved rail safety and support for the Bipartisan [Railway Safety Act of 2023](#); increased eligibility and funding for Build America Bureau financing tools; support of these issues in specific policies in the IIJA - advocated as a city council member and member of the NLC TIS committee to Idaho congressional delegates and administration members at US DOT

JUNE 8, 2022 – The Honorable Elaine Clegg, on behalf of the National League of Cities before the House Subcommittee on Transportation and Infrastructure Subcommittee on Highways and Transit, a hearing addressing the Roadway Safety Crisis: Building Safer Roads for All. Testimony encouraging a Safe systems approach to Roadway deaths using the Safe Streets and Roads for All program developed by USDOT.

2021-2024 – issues related to expansion of passenger rail service in the US; creation of additional interstate compacts; completion of a long-distance study by the FRA; funding for revitalization and restoration of long-distance routes outside the Northeast Corridor, support for improving the Northeast Corridor; support for a Corridor Identification program; support for increased funding for CRISI, Crossing Elimination and R&E program; support for high performance rail corridors – advocated as a city council member and now as CEO of Valley Regional Transit and as a member of the Greater Northwest Passenger Rail Working group to Idaho congressional delegates, Commerce Committee members and administration members at US DOT and FRA.

2023-2024 – Issues related to the loss of fleet numbers and the aging of bus fleets in bus transit services across the United States due to reduced funding levels in MAP-21 and the FAST-Act; issues related to the cost increases due to

supply chain shortages and inflation for bus purchases, requesting a plus-up for bus and bus facilities funding to address the cost increases and shortages; and requesting a temporary waiver of Buy America rules for a particular small transit bus that is working to become Buy America eligible and offers a cost effective and service effective alternative for small bus purchases now – advocated as CEO of Valley Regional Transit and as a Board member of the Bus Coalition to Idaho congressional delegates.

C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, the Office of Special Counsel, an Inspector General, professional association, disciplinary committee, or other professional group?

NO

If yes:

- a. Provide the name of court, agency, association, committee, or group;
 - b. Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated;
 - c. Describe the citation, disciplinary action, complaint, or personnel action;
 - d. Provide the results of the citation, disciplinary action, complaint, or personnel action.
2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, or municipal entity, other than for a minor traffic offense?

NO

If so, please explain.

3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation?

YES

If so, please explain.

A lawsuit was filed against the City of Boise and named all city council members as well as the mayor and two administrative officials. At the time I was a member of the city council and was named in the lawsuit along with the other council members and the mayor. The plaintiffs alleged that the City's lease of a property for a homeless shelter violated the Establishment Clause because the lessee intended to include religious activities in its

programming. The U.S. Court of Appeals for the Ninth Circuit dismissed the claims against me and the other council members. Case information below.

United States Court of Appeals, Ninth Circuit.

COMMUNITY HOUSE, INC.; Marlene K. Smith; Greg A. Luther; Jay D. Banta, Plaintiffs-Appellees, v. CITY OF BOISE, IDAHO; Boise City Council, Defendant, David H. Bieter, Mayor; Maryann Jordan; Elaine Clegg; Vernon Bisterfeldt; David Eberle; Jerome Mapp; Alan Shealy; Bruce Chatterton, Director, Planning and Development Services; Jim Birdsall, Manager, Housing and Community Development, Defendants-Appellants.

No. 09-35780.

Decided: October 06, 2010

Before ALEX KOZINSKI, Chief Circuit Judge, STEPHEN S. TROTT and N. RANDY SMITH, Circuit Judges.

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense?

NO

If so, please explain.

5. Have you ever been accused, formally or informally, of sexual harassment or discrimination on the basis of sex, race, religion, or any other basis?

NO

If so, please explain.

6. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination.

D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency complies with deadlines for information set by congressional committees, and that your department/agency endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority?

YES

2. Will you ensure that your department/agency does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures?

YES

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee?

YES

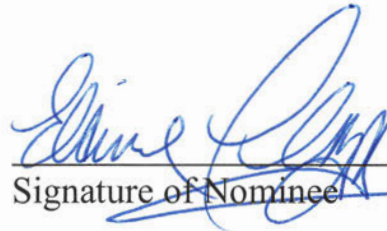
4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so?

YES

(Nominee is to include this signed affidavit along with answers to the above questions.)

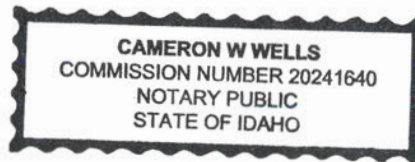
F. AFFIDAVIT

Elaine Clegg being duly sworn, hereby states that he/she has read and signed the foregoing Statement on Biographical and Financial Information and that the information provided therein is, to the best of his/her knowledge, current, accurate, and complete.


Signature of Nominee

Subscribed and sworn before me this 4 day of June, 2024.

Cameron W Wells
Notary Public



Elaine M. Clegg

   www.linkedin.com/in/elaine-clegg-a2305815

PROFESSIONAL PROFILE

As a lifelong transportation wonk, I have the credibility and relationships to bring to the challenge of forging strong leadership and support for the Amtrak vision. My approach will apply my knowledge and imagination to offer practical, realistic, and creative solutions for safety, on-time performance, infrastructure upgrades, and expanded service and ridership. I bring a sense of urgency to the issues of passenger rail at this pivotal moment in its history within the United States.

KEY SKILLS

- Proven ability to innovate and find visionary solutions to unique challenges
- Skilled at building and reviewing budgets, emphasis on building a sustainable, fiscally sound future state.
- Excellent board management and organizational abilities
- Committed to fostering consensus and teamwork

EDUCATION

Boise State University

Boise, ID

Bachelor of Art, May 1997

Painting and Drawing Emphasis, minor emphasis History/Political Science, Graduated Cum Laude

Other, various locations

40+ National Transportation, Transit and Land Use Conferences, 20+ presentations

ASK ME ABOUT

- Playing Basketball in the Women's Sweet 16
- Painting Watercolors
- Whitewater rafting in Idaho

WORK EXPERIENCE

Chief Executive Officer, Valley Regional Transit

Meridian, ID | February 2023-present

- As first year leader of the **largest transit provider in Idaho**, initiated a significant redesign of the bus system adding frequency and span to increase ridership. Launched new branding, signage, brochures and other information to enhance rider experience. Commenced new budget practices and established effort to expand transit support and funding in Idaho.

City Council Member, City of Boise

Boise, ID | January 2004-2023

- **Council President, 2007-08, 2016-17, 2018-present.** Hired First City Council Manager and Internal Audit Director, initiated Office of City Council business plan with audited review of weekly city expenditures and orientation process for new council members.
- Sponsored an **innovative MOU between City of Boise and Valley Regional Transit (VRT)** to stabilize funding and service policy.
- **Leader of effort to restore passenger rail service** to the Treasure Valley
- **Council sponsor and leader for** Comprehensive Plan update, Zoning rewrite, sustainability planning, infill in transit service areas, context sensitive streets, smoke-free Boise, and Elaine Clegg City of Trees Challenge

Idaho Smart Growth

Boise, ID | May 1998 – 2023

- **Executive Director 1998-2004, Program Manager**, excellent program management demonstrated in **Coordinating Safe Routes to School (SRTS) statewide** for Idaho Transportation Department and **Direct assistance to over 40 Idaho Communities** developing plans and technical assessments
- **Developed, researched and authored four Idaho Smart Growth publications** on smart growth, SRTS, model policies and ordinances.
- **Lead fundraiser for major initiatives** in 1999, 2013-2016, 2020 and 2022

BOARD EXPERIENCE

Select Board Service regionally, statewide and nationally.

May 1994 – Present | rose to Board President/Chair in all organizations

- 2003-Present, COMPASS (Boise region MPO), Regional, ID
- 2006-2023, Valley Regional Transit, Regional, ID
- 2009-2023, Transportation-Infrastructure, National League of Cities, National
- 2009-2019, Association of Metropolitan Planning Organizations, National
- 2006-2023, Association of Idaho Cities, Statewide, ID
- 2005-2019, Surface Transportation Policy Partnership, National
- 2004-2012, ITD SRTS Advisory Council, Statewide, ID

9/15/2024 <https://idahobusinessreview.com/tag/idaho-transportation/>

6/12/2024 <https://www.cityofboise.org/news/parks-and-recreation/2024/june/elaine-clegg-city-of-trees-challenge-partners-celebrate-planting-235-000-forest->

6/1/2024 <https://etatransit.com/wall-of-love/>

4/1/2024 <https://podcasters.spotify.com/pod/show/bvaboardroom/episodes/Elaine-Clegg--BVA-Boardroom-Ep--15-e2hqcg>

12/8/2023 <https://www.aol.com/idaho-sought-amtrak-return-boise-100000137.html>

7/23/2023 <https://gemstatepatriot.com/blog/the-high-cost-of-mass-transportation/>

5/15/2023 <https://www.youtube.com/watch?v=eE0exGIVJjA>

4/24/2023 <https://web.boisechamber.org/events/2023leadership%20conference%20t rains%20planes%20and%20automobiles%20%20mobility%20in%20idaho%20>

3/21/2023 [https://www.webstergrovesmo.gov/DocumentCenter/View/11796/MayorCo uncil-Letter-on-Railroad-Safety](https://www.webstergrovesmo.gov/DocumentCenter/View/11796/MayorCouncil-Letter-on-Railroad-Safety)

3/14/2023 <https://boisedev.com/news/2023/03/14/elaine-clegg-final-council/>

1/10/2023 [https://www.masstransitmag.com/management/press- release/21292016/valley-regional-transit-vrt-valley-regional-transit-board-](https://www.masstransitmag.com/management/press-release/21292016/valley-regional-transit-vrt-valley-regional-transit-board-)

9/27/2022 [https://www.railwayage.com/passenger/transit-briefs-metrolinx-amtrak- septa-mbta-wmata/](https://www.railwayage.com/passenger/transit-briefs-metrolinx-amtrak-septa-mbta-wmata/)

9/5/2022 <https://idahonews.com/news/local/boise-to-salt-lake-passenger-rail-line>

6/9/2022 [https://www.nlc.org/post/2022/06/09/boise-id-council-president-testifies- before-congress-on-strengthening-road-safety-in-communities/](https://www.nlc.org/post/2022/06/09/boise-id-council-president-testifies-before-congress-on-strengthening-road-safety-in-communities/)

4/6/2022 [https://www.apta.com/conferences-events/high-speed-rail/2022-high- speed-rail-meeting-full-program/](https://www.apta.com/conferences-events/high-speed-rail/2022-high-speed-rail-meeting-full-program/)

12/6/2021 <https://www.nlc.org/post/2021/12/06/nlc-launches-safety-first-challenge/>

10/10/2021 <https://idwc.org/elaine-clegg-and-many-more/>

9/29/2021 [https://idahobusinessreview.com/2021/09/29/transportation-reps-city- officials-cut-ribbon-for-new-electric-buses/](https://idahobusinessreview.com/2021/09/29/transportation-reps-city-officials-cut-ribbon-for-new-electric-buses/)

8/8/2021 [https://www.idahopress.com/community/life/tim-woodward-bring-back-our- train-amtrak-s-pioneer/article_f638e34a-72a3-5446-a6cd-](https://www.idahopress.com/community/life/tim-woodward-bring-back-our-train-amtrak-s-pioneer/article_f638e34a-72a3-5446-a6cd-)

8/5/2021 [https://www.boisestatepublicradio.org/news/2021-08-05/infrastructure- congress-amtrak-boise-idaho-pioneer-route](https://www.boisestatepublicradio.org/news/2021-08-05/infrastructure-congress-amtrak-boise-idaho-pioneer-route)

8/1/2021 <https://woodwardblog.com/2021/08/>

6/13/2021 [https://gorgenewscenter.com/2021/07/13/gorge-commission-hears- proposal-to-resume-the-amtrak-pioneer/#google_vignette](https://gorgenewscenter.com/2021/07/13/gorge-commission-hears-proposal-to-resume-the-amtrak-pioneer/#google_vignette)

6/7/2021 https://www.idahopress.com/news/local/passenger-trains-at-the-boise-depot-city-council-hopes-to-resurrect-amtrak-line/article_f17fa682-52e3-

11/18/2020 <https://boisedev.com/news/2020/11/18/boise-mayor-city-council-take-a-pass-on-pay-raises-for-2021/>

10/15/2020 <https://www.climatehubs.usda.gov/hubs/northwest/topic/reducing-urban-heat-through-tree-planting-boise>

4/24/2020 <https://idahonews.com/news/local/city-of-boise-wants-to-plan-100000-trees-over-the-next-10-years>

2/14/2020 <https://boisedev.com/news/2020/02/14/elaine-clegg-tree-city-challenge/>

11/5/2019 https://www.idahopress.com/news/local/clegg-holds-seat-on-boise-city-council/article_21716568-0228-5481-916f-5d660ac82bdd.html

9/9/2019 <https://nextcity.org/features/can-cities-ever-eliminate-hunger>

6/24/2019 <https://kemlu.go.id/sanfrancisco/en/news/1514/courtesy-call-with-governor-of-idaho-and-council-president-of-the-mayor-office-of-boise>

10/26/2018 <https://www.boisestate.edu/news/2018/10/26/boise-state-honors-boise-city-council-kustras-during-homecoming-2018/>

5/16/2018 https://www.youtube.com/watch?v=WtXKa60s_q4

12/1/2017 <https://www.ptvermont.org/wp-content/uploads/2017/12/publicbuildings.pdf>

11/1/2016 <https://www.vpnaboise.org/2016/11/esther-simplot-park-officially-opens/>

6/6/2016 <https://www.youtube.com/watch?v=fRLtGrSOJss>

9/15/2015 <https://www.idahostatesman.com/news/politics-government/election/article41569377.html>

6/16/2014 <https://bikeleague.org/sites/default/files/Joint%20USCM%20NLC%20Letter%20on%20Transportation%20Alternatives%20Program.pdf>

1/30/2014 https://legislature.idaho.gov/wp-content/uploads/sessioninfo/2014/standingcommittees/140130_sedu_0

1/19/2014 https://www.lmtribune.com/northwest/skinny-houses-are-big-in-boise/article_c1c97c24-a251-5438-94aa-0ea45cceb73f.html

6/25/2013 <https://www.pps.org/article/canceling-the-curve-a-small-town-rightsizing-success-story>

12/8/2012 <https://stateimpact.npr.org/idaho/2012/12/08/idaho-county-and-city-leaders-brace-for-personal-property-tax-debate/>

6/5/2012 <https://smartgrowthamerica.org/councilmember-elaine-clegg-on-boise-idahos-blueprint-for-success/>

6/6/2011 <https://www.youtube.com/watch?v=7q8SRmd0iow>

Date	Type	Location	Statement	Link	Additional
18. List all speeches, panel discussions, and presentations (e.g., PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.					
19. List all public statements you have made during the past ten years, including statements in news articles and radio and television appearances, which are on topics relevant to the position for which you have been nominated, including dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available.					
9/21/2015	Speech	Campaign	Standing before a group of supporters at the Boise Depot, Clegg noted that she has been pushing for a multi-modal freight system "that will include using this great rail system that we have right behind us, and figuring out a way to move freight from truck to rail and rail to truck and utilizing...a great airport that could also be part of this freight-movement system."	Link	
9/29/2016	Conference	National Summit on Transportation and Opportunity	A national convention about how transportation connects people to opportunities. Participant: Elaine Clegg.	Link	
9/11/2020	Conference Panel	Virtual	ITS 202 Annual Meeting and Exhibition	Link	Photo Attached
9/17/2020	Conference	Montana Passenger Rail Summit	On Thursday, September 17, over 300 people from around the state, region, and country gathered virtually for the inaugural Montana Passenger Rail Summit. Summit attendees included elected officials, business leaders, students, passenger rail experts, environmental organizations, public health experts, and transportation enthusiasts. Speaker: Elaine Clegg.	Link	
9/17/2020	Conference Presentation	Montana Rail Passengers Summit	Connecting the US		
9/18/2020	Article	Missoula Current	"If we were able to reestablish such a system, I think the Intermountain West wouldn't be nearly as isolated as it is today in the national economy," Clegg said. "We'd love to see an opportunity to establish an inter-state regional rail commission in this region. If we could look at this as a region and really look at the connections between Seattle and Sall Lake, and Pocatello and various parts of Montana, we could establish a good system of connectivity throughout the Northwest region."	Link	
1/23/2021	Panel Discussion	Oregon Passenger Rail Summit: Connecting Communities	Connecting Communities		Agenda Doc attached
6/22/2021	Article	Boise Dev	"We know that people in eastern Oregon and across southern Idaho want to get to Boise for various services like healthcare, financial reasons and various government services and we know that the weather in this region isn't really conducive to driving year round," Clegg said. "For me, the first important reason (Amtrak service matters) is that it connects this region which is a culturally similar region in a way that allows people to get to the services they need even if they can't drive, which lots of people can't do anymore."	Link	
7/13/2021	Presentation	Series of meeting presentations on behalf of the Greater Northwest Passenger Rail Working Group	Rail Coordination in the Northwest - typical presentation, to Columbia Gorge Commission, Wyoming MPO's, Association of Idaho Cities, eastern Oregon cities, and more	Link	typical ppt attached
7/19/2021	Article	Idaho Statesman	For six years growing up in Denver, Elaine Clegg boarded a train with her mother and sisters to spend the summer in Boise. "I loved it," said Clegg, who was first elected to the Boise City Council in 2003 and now serves as its president, in a phone interview. "It was so much fun." Clegg and other passenger train advocates would like to see the Pioneer restored.	Link	
7/19/2021	Article	Idaho Statesman	A bill in the U.S. Senate calls on Amtrak to study the Pioneer route and three other abandoned passenger rail routes. "We're pretty confident it will make it through the Senate," said Clegg, who serves on the transportation infrastructure committee of the National League of Cities. Through that position, Clegg said she was able to speak personally with Transportation Secretary Pete Buttigieg and share her views. "He's very well aware of it, very supportive, as are two undersecretaries who we've met with numerous times," Clegg said.	Link	
7/19/2021	Article	Idaho Statesman	"I think there's a recognition that the rest of the world enjoys much better choice in how to get around their country because they make this investment, and maybe it's worth doing so here," Clegg said. Clegg also belongs to the Greater Northwest Passenger Rail Working Group, a loosely knit group of train advocates who have been meeting for the last year to return intercity rail service in the Northwest. "We think this is a part of the country that's much underserved by rail, and there's a lot of economic and environmental benefits if we can re-establish passenger rail in the region," Clegg said Tuesday during a presentation to the Columbia River Gorge Commission.	Link	
7/19/2021	Article	Idaho Statesman	Resurrecting the Pioneer run would prove successful, Clegg said. "I think people would ride it and it would bring great benefit economically," she said.	Link	
7/19/2021	Article	Idaho Statesman	Clegg hopes that the Pioneer route could figure into Amtrak's plan. Amtrak hasn't commented on the efforts. "I can't say Amtrak is opposed to what we're doing, but if there's anyone that we've gotten pushback from, it's them," she said. "I believe that's because they don't think they're going to have the resources to do this." She also touched upon the future of rail including Amtrak and her efforts to bring more passenger rail to our state. With the recent federal focus on infrastructure, the timeliness of her speech cannot be overlooked.	Link	
11/14/2021	Conference	2021 Fall Idaho Democratic Women's Caucus Breakfast		Link	
1/20/2022	Board Presentation	Boise Metro Chamber of Commerce Board	Transit and Rail		PPT attached
3/13/2022	Conference Proceedings	National League of Cities	Agenda: Transportation and Infrastructure Services Federal Advocacy Committee NLC Congressional City Conference Sunday, March 13, 2022. 1:00-4:00 p.m. ET, RAIL & TRANSIT The Honorable Elaine Clegg Chair of TIS and Council President, City of Boise, ID	Agenda Link	
3/13/2022	Conference Panel Discussion	APTA Committee on High-Speed and Intercity Passenger Rail	V. Discussion with Key APTA Partners on Passenger Rail Opportunities and Challenges	Agenda Link	PPT attached
3/30/2022	Conference Panel Presentation	APTA High Speed Rail Conference	General Session: Visions of State, Local, National and International Leaders; Join a wide range of industry leaders and stakeholders as they discuss the multitude of benefits that can be achieved by building a robust high-speed and intercity passenger rail network that is environmentally friendly, resilient, and sustainable.	Link	Link to Speakers PPT Attached
4/12/2022	Infrastructure Panel	Boise Metro Chamber of Commerce Leadership Conference	"Leading For Growth: Solutions through Regional Partnerships"	Agenda Link	PPT attached
4/29/2022	Conference	Rail Users Network Virtual Mini-Conference	Elaine Clegg who is the President of Boise's City Council, and is also the Program Manager of Idaho Smart Growth, will talk about restoring the Pioneer Passenger Rail Route from Seattle, Washington to Denver, Colorado.	Link	PPT attached

4/29/2022	Conference Presentation	Rail Users Network Virtual Mini-conference	"Look West" – Here's Where Advocates Are Fighting To Restore/Expand Rail Service In The Western US / British Columbia "Economically it's well proven that rail connections provide a lot of economic benefits, especially in a region like ours where the ability to travel intercity is so limited," Boise City Council President Elaine Clegg said. "The only way to get to many of the places in our region is by car and so in the winter or if you're aging or if you have other restrictions that make it difficult for you to use a car, it truncates the ability to travel inter-regionally." "Combined with all of this is an interest to work on establishing a regional rail from Caldwell to Mountain Home that would serve the folks in this region who need to get to the various places for work or whatever else," Clegg said. "In addition to the bigger picture long-distance benefits, there's a real potential benefit to the region to get the opportunity to have an option besides driving on the freeway to get around."	Link	Agenda doc, PPT attached
7/29/2022	Article	Boise Dev		Link	
7/29/2022	Article	Boise Dev		Link	
8/23/2022	Conference Presentation	Big Sky Passenger Rail Summit	This session will take a deep dive into the two former Amtrak routes – the North Coast Hiawatha and the Pioneer – that have already been confirmed to be included in the Section 22214 Study directed by the Infrastructure Investment and Jobs Act (IIJA) passed by Congress in November 2021, as well as examine other discontinued routes in the Northwest that may also be included in that study. Section 22214 of the IIJA directs the US Department of Transportation to conduct a study of discontinued long-distance rail routes, with a report to be delivered to Congress within two years with its findings and recommendations on which routes Congress should fund the restoration of. Section 22214 also allows exploration of potential new long-distance routes, of which the FRA may address other key potential routes in this session as well as the previous break-out sessions.	Link	
9/2/2022	letter	to Administrator Bose regarding long distance study	From officials in Idaho City Council President Elaine Clegg said this route is only a small piece of the work to bring more robust passenger rail service to the Mountain West. For the last year, she has been leading the push on including Boise in long-distance rail routes operated by Amtrak, instead of just a shorter route with more frequent trips between Boise and SLC. She said in addition to adding service between Portland and SLC, there is discussion of studying a north-south route called Desert Wind from Utah down to Las Vegas. "It would be a tremendous route if they do end up identifying that," Clegg said.	Link	
9/14/2022	Article	Boise Dev		Link	
9/15/2022	Article	Idaho News	"The corridor ID program really offers an opportunity to go beyond the long-distance Amtrak routes," Boise City Council President Elaine Clegg said. "And look at more frequent service between those city pairs that can be so important to the economic region."	Link	
9/19/2022	Article	KSL	"Any (routes) chosen by (the Federal Railroad Administration) through this and the long distance study will be eligible for technical assistance. ... It's really exciting stuff."	Link	
9/22/2022	Article	KJZZ	"The corridor ID program really offers an opportunity to go beyond the long-distance Amtrak routes," Boise City Council President Elaine Clegg said. "And look at more frequent service between those city pairs that can be so important to the economic region."	Link	
9/26/2022	Article	Idaho Statesman	Elaine Clegg, Boise's City Council president, has for years been advocating for the return of rail service through the historic Boise Depot. She told the Idaho Statesman that while Amtrak has long left huge swaths of the Mountain West out of its future service plans, that may now be changing as the federal government injects previously unheard of amounts of money into the nation's rail.	Link	
9/26/2022	Article	Idaho Statesman	"They are recognizing that this is maybe a once in a lifetime opportunity to reestablish rail in ways in the United States that we haven't seen since the 1960s," Clegg said.	Link	
9/26/2022	Article	Idaho Statesman	"About a quarter of the people in the United States live in rural places," Clegg said. These areas have "been contributing to Amtrak over the years (and) haven't seen any service from it."	Link	
10/2/2022	Article	Lewiston Tribune	Elaine Clegg, Boise's City Council president, has for years been advocating for the return of rail service through the historic Boise Depot. She told the Idaho Statesman that while Amtrak has long left huge swaths of the Mountain West out of its future service plans, that may now be changing as the federal government injects previously unheard of amounts of money into the nation's rail. "They are recognizing that this is maybe a once in a lifetime opportunity to reestablish rail in ways in the United States that we haven't seen since the 1960s," Clegg said.	Link	
12/22/2022	Article	Idaho Statesman	Transportation has been a focus of Clegg's on the council, where she has spearheaded efforts to bring passenger rail back to Boise with the help of federal funding. "One of the reasons I became a proponent of long rail is that it then establishes passenger movement on that rail corridor. And once that's established, then in fact, we can use it for commuter," Clegg said. "Having said that, without a good bus system underneath it, it won't work. And so we really need both."	Link	
1/31/2023	Article	KTVB		Link	
1/31/2023	Article, Biographical Sketch	KTVB	Career review	Link	
2/13/2023	Blog	PNWR Capital Visits	"[PNWR] met with Elaine Clegg, CEO of Valley Regional Transit, and Bill Conners, CEO of the Boise Metro Chamber, to discuss trains and transit in the Treasure Valley."	Link	
3/7/2023	Article, Biographical Sketch	VRT	"Get to know the CEO"	Link	
3/22/2023	Conference	AANW Connect Rail Summit			
3/31/2023	Conference	Montana Rail Effort National Association of Realtors, Community and Stewardship Series		Link	
4/14/2023	Panel	Boise Rotary Club	Sustainability and the State of Idaho		
6/1/2023	Presentation				ppt attached

6/6/2023	Panel Discussion	Idaho Business Review: Transportation's Future in Idaho	<p>"There's \$66 billion in the bipartisan infrastructure law over five years for trains. It's over 10 times what we've spent as a country on railroads in forever, and certainly in decades. Part of that includes money to do a long distance study of routes that were discontinued in the past. One of those routes is Pioneer. The Federal Railroad Administration (FRA) is charged with developing a recommendation for Congress by November 15 of this year, and from that recommendation, Congress will determine which of those routes they will direct Amtrak to add back into the national system. So, we're very hopeful that the Pioneer will both get that recommendation from FRA and get that vote from Congress. When it comes time, we'll let you all know who you can contact to help with that vote, I think there may be some action there."</p>	Link	
7/12/2023	Conference, Panel Moderator	Greater Northwest Passenger Rail Summit	<p>Moderator: Elaine Clegg, Better Together: Moving People & Freight on the Same Tracks. Introducing High Performance Rail - Identifying ways to co-invest in freight and passenger rail to improve overall rail performance. How have passenger rail service providers across the U.S. and Canada successfully navigated their relationships with host freight railroads? How can those lessons inform the current discussion to expand passenger rail service in the Pacific Northwest?</p>	Link to session recordings	
7/12/2023	Conference Article	Idaho Press	<p>Elaine Clegg, CEO of Valley Regional Transit and former Boise city councilmember, said that around three years ago, leaders formed the Greater Northwest Passenger Rail Working Group to determine interest in the idea. Since then, Clegg said, the group has turned Amtrak and others from skeptics to supporters.</p>	Link	
10/18/2023	Conference Panel Moderator	Idaho Walk Bike Alliance Transportation Conference	<p>Leadership (elected officials - local and state) Senator Rick Just, Representative Julie Yamamoto, Mayor Jarom Waggoner, City Councilwoman Linda Leeuwrik, - Moderator: Elaine Clegg</p>	Link	
11/21/2023	Article	Idaho Statesman	<p>Of course, the rail is a big issue of mine. I'll continue to work on that. I think there's a tremendous opportunity to do regional rail here. That could be a game-changer in terms of how people move around regionally in the valley.</p>	Link	
12/7/2023	Panel Discussion	Idaho Business Review: Forum on the Future	<p>Clegg: "There's \$66 billion in the bipartisan infrastructure law over five years for trains. It's over 10 times what we've spent as a country on railroads in forever, and certainly in decades. Part of that includes money to do a long distance study of routes that were discontinued in the past. One of those routes is Pioneer. The Federal Railroad Administration (FRA) is charged with developing a recommendation for Congress by November 15 of this year, and from that recommendation, Congress will determine which of those routes they will direct Amtrak to add back into the national system. So, we're very hopeful that the Pioneer will both get that recommendation from FRA and get that vote from Congress. When it comes time, we'll let you all know who you can contact to help with that vote, I think there may be some action there."</p>	Link	PPT link
2/8/2024	Podcast	Talking Headways	<p>we have incredible asset running right through the middle of our valley. So we have a main line, it's all owned by Union Pacific that handles a lot of freight that skirts. The valley on the south does run through the middle of the two most Western cities, Nampa and Caldwell. But at Nampa there's a short line that takes off and that short line then runs through the city of mood and the city of Boise, the two other biggest cities in the state of Idaho.... And so I've always been interested in trying to figure out a way to use this rail line. We had rail service, Amtrak, long distance rail service up until 1997 and there's long been a movement to try and reintroduce that. So I got involved in that movement during the pandemic and, but the ulterior motive for me, even well before I took this job was that that would open the door to this regional rail that could make such a difference in this region. You know, a freeway lane can move a thousand cars an hour, maybe 1500 if everything's running perfectly. And a rail line like we're talking about, can easily move 10,000 people an hour. So if you look at the investment per movement, you can really make the case financially that it makes sense.... Not to mention that there really isn't anywhere else to try and move people in this valley without double decking the freeway or you know, the kinds of things that you see that we now just don't work. Yeah. So that's where the movement came from. We're at a point where we put in for a quarter ID program grant, did not get it, but got a lot of input that we had a great line, there were technical problems with the application, not the application itself, administrative problems, and we should continue to move forward. At the same time we're in the works for a reestablishment of their long distance line through an FRA study. So we're continuing to work on all of those.... And then as an organization, valley Regional Transit is pursuing what it would take to use the corridor for regional rail by doing a planning environmental linkages study on that rail line with our local MPO.</p>	Link	



STATEMENT OF

THE HONORABLE ELAINE CLEGG

COUNCIL PRESIDENT, CITY OF BOISE, ID

ON BEHALF OF THE NATIONAL LEAGUE OF CITIES

BEFORE THE

HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT HEARING

“ADDRESSING THE ROADWAY SAFETY CRISIS: BUILDING SAFER ROADS FOR ALL”

JUNE 8, 2022

Good morning, Chairman DeFazio, Chair Norton, Ranking Member Graves, Ranking Member Davis, and members of the Subcommittee.

I am here today on behalf of the National League of Cities to discuss the commitment of local governments to saving lives on our nation's roads, streets, and sidewalks. Last year, 42,915 Americans died in motor vehicle traffic crashes. This annual death toll represents the entire population of cities like Burlington, VT, Jefferson City, MO, Woodbridge, VA, or Tigard, OR. In Idaho, this death toll is more than the populations of two of Idaho's largest cities, Twin Falls and Post Falls, in just two years. Year after year, we are losing entire populations of cities to this crisis on our roads, and that is why we must prioritize road safety now.

We must also acknowledge that safety is not a big city issue alone. Almost every small Idaho community has a highway running through and that transportation corridor is the lifeblood of their economy. Yet, towns are a place to stop, a place for residents to live safely, a place with a special purpose that caused them to be formed. After working with nearly forty small Idaho towns, I can tell you that highway choices can cause real blood shed when highway design does not connect their town but divides it. Too often, crashes that have maimed and taken the lives of locals simply trying to cross the street connect back to design issues – unsafe crossings, narrow inconsistent sidewalks, and little space for outdoor dining or other local economic drivers that make the city a great place. This doesn't serve Idaho or the small towns in all the other states, nor does it serve the drivers who are often haunted forever by the people they hit. We can do better, and we need to do better.

We also know that pedestrians and older Americans are especially vulnerable and make up an outsized proportion of the yearly deaths with fatalities increasing at a rate of 13% to 17% of all deaths for pedestrians. [The Governors Highway Safety Association believes this is the largest](#)

[number of pedestrian deaths in four decades.](#) Fatalities among older Americans have increased 17% to nearly 20% of all deaths. Idaho had the most traffic deaths in 16 years in 2021, and one of the highest rates of increase in the nation at 36% a – that is three times the average rate of increase in other states. The reality in America right now is that no matter the size of your community or whether it is urban, suburban or rural, this persistent issue hits hard at home and in your Districts. So many communities are concerned – from Idaho’s communities to Doraville, GA, to Ferndale, MI, to Greenville, NC, to Culver City, CA – and taking action to set up plans and projects despite tough recovery budget cycles and difficult decisions.

As the U.S. Department of Transportation (USDOT) said so well, behind each of these numbers is a life tragically lost, and a family left behind. In Idaho, we take part in a memorial to line up shoes representing the pedestrians and bicyclists who have died in crashes in the last five years on the state capitol steps. At our ceremony each year, we hear from family members who have lost a loved one in one of these terrible crashes and learn about the personal human toll this takes on our families. There is the sad reality behind the numbers – like the mother who has raised her two daughters without their father after he was killed biking to work. These are stark reminders to double-down on what works and act to save lives today.

Zero is the only acceptable number of deaths on America’s roads. Yet, many of the fundamental measures and guides of transportation are reasons that cities and towns cannot easily change our roads to be safer for everyone and reach this goal on our own. Collectively, federal, state and local governments must be willing to adjust our rules of the road for design and speed in order to save lives. Cities and towns have found that federal measures and designs rely too heavily on car throughput measures set during the era of freeway building to

keep single-purpose, high-speed, limited access roadways safe and moving. But no city or town is only a highway – Main Street America in cities small and large have a multitude of access points and users with a need to create safe and efficient access from their homes to their destinations. As a local example, an intersection near my daughter’s house in Boise was recently redesigned with the benefit-cost of those moving straight through the intersection prioritized above all other users. This means that it now takes her up to five minutes longer to drive her children to school; because to turn left she has to turn right, cross two lanes of traffic, travel a quarter of a mile, complete a U-turn across two lanes of traffic and then wait for the light to travel across the intersection she might have turned left at. It has forced the school district to change and lengthen bus routes as they deem the move too dangerous for their buses. The businesses on the four corners of this intersection are now all but impossible to reach on foot or by driving. The choice to prioritize that throughput was made without analyzing these other impacts.

As we begin a great time of rebuilding America’s infrastructure, we need to work together to quickly adopt better measures and designs that can take into account more factors like speed, distance, impact on non-drivers, and time of travel. We believe that if we reset our goals and allow safety to be the primary measure, transportation engineers can modernize the foundational cost-benefit transportation measures and truly assess the costs America is now paying in lives. Growing communities like mine in Boise, Idaho, and smaller and rural communities I work with across the state and the country are ready to make the changes necessary to bring our road deaths down to zero, but we also realize we cannot do this alone. It will take action at the federal, state and local levels to reach this goal by removing barriers, changing the way we measure success, and inviting innovation where we have stagnated.

This is why the National League of Cities and all the communities taking action on road safety applaud the focus on safer streets for all from Congress in the bipartisan Infrastructure Investment and Jobs Act (IIJA) and USDOT with the new National Roadway Safety Strategy. The increase to state safety funding in IIJA especially through the Highway Safety Improvement Program (HSIP) was notable, and for communities, the new locally targeted safety program – the *Safe Streets and Roads for All* program – based on a Safe Systems approach will finally allow us to directly plan for and invest in needed safety projects all across the country in a condensed amount of time. Together with our regions and states, we hope to see what larger scale focus on safety might result in. We are also glad to see that Vulnerable Road User Assessments reporting will be done wholistically and hopefully in concert with State Safety Plans, that can be informed by our Local Road Safety Action Plans. Cities and towns have been focused on plans and implementing safety solutions for many years, but we must be clear that we have found our efforts often thwarted from moving forward due to barriers created by the federal and state foundational transportation guides, plans, and processes.

We also must be realistic that transportation safety has become an equity and resource issue where some disadvantaged neighborhoods, school districts, and cities were recipients of “improvements” that advantaged drivers traveling through their neighborhoods at the expense of residents. Additionally, when they could get safe designs adopted and approved, they could not pay for safety upgrades while others could, leading to higher death counts for many minorities and their communities. For example, one of the high-speed facilities was built on the edge of our downtown without marked safe crossings at most intersections so that drivers were not slowed. When the city attempted to add safer crossings, we were told there was no money and that it did not meet the benefit-cost test for drivers. It still haunts me today that a

pedestrian was killed at one of those intersections, a woman about my age, and we still have not been able to add the needed safety infrastructure. The National League of Cities will continue to ask Congress to ensure that any modest increase in targeted safety federal funds makes it to the cities who need it and that you use your authority to ensure changes to the measures and processes that determine the majority of the federal funds through formulas so that proven safety countermeasures known to work on streets inside cities and towns are given equal footing if not priority.

Recommendations

As we move forward, one change we must all make was highlighted in the new USDOT [National Roadway Safety Strategy](#). As policymakers, as drivers, as leaders – is to design and set policy that accepts our mistakes. Humans will absolutely make mistakes, but the consequences should not be

deadly. This is the heart of the [“Safe System” approach](#) which works by building and reinforcing multiple layers of protection into our infrastructure to: 1) prevent crashes from happening in the first place and 2) minimize the harm caused to those involved when crashes do occur. The Safe System approach takes us back to the laws of physics – a pedestrian loses against a speeding car, a car loses against a larger truck, and even a truck against a train. It is a fatal combination of speed, weight, inertia, and impact. By addressing the design of our roadways through engineering and research that looks at the speed, angles, and weight of crashes, we can begin to layer more protections that we so clearly need. I want to be very



clear – crashes are still going to happen, but we want our residents to be able to walk away from a crash and be grateful that the system prioritized them.

As we prioritize peoples' lives on our roads, the National League of Cities believes we should be open to analyzing if the structures we have put in place for roads are still serving us today, and we would like to share several opportunities for action both by Congress, the Administration, State Departments of Transportation, and the road safety community.

- *Encourage clarity in infrastructure spending:* Transparency is a powerful tool for instilling confidence in government investment as many communities from Georgia to California have seen with their infrastructure programs. Both Congress and USDOT lack granular clarity on formula funding provided primarily to State Departments of Transportation. With the flexibility and significant resources Congress has provided, funding recipients have a responsibility to show how the funding was invested and how progress has been made to ensure that the case for infrastructure investment is made clearly.
- *Increase transportation support to small and rural local governments* – America is a country built of small and suburban towns, and while they can clearly identify safety issues, many are not staffed or equipped to make the actual improvement themselves. The joint Local Technical Assistance support made available from the federal and state levels far outstrips the needs of cities, towns and villages today. As an example, a small Idaho town that I assisted had a Public Works Director who was also the baseball coach and EMT. When we determined that the appropriate countermeasure included adding paint on one of the local streets, he brought out his baseball field striping machine to stripe the road. This is the same city that was supposed to maintain the pedestrian paint markings on the state highway because the DOT insisted the state highway's purpose

did not include crossing pedestrians – that was a city need. In Idaho, our Local Highway Technical Assistance Council is far more resourced than have I seen in other states and might offer a model for how to get more of federal and state resources to places that desperately need that capacity.

- *Expedite data delivery to inform safety.* The safety data reporting process moves quite slowly in a world that uses real time information. We are just seeing national data from 2021, and it is not yet complete or deemed ready for analysis. Yet right now, the FHWA, states, and researchers are seeking full and complete safety data sets in order to take on important Congressionally mandated tasks like the Vulnerable Road User Assessments and Vulnerable Road User Safety Special Rule. Given our road death rates, the U.S. cannot afford to delay prioritizing getting complete data sets ready for these assessments so we are not making today's decisions without complete information. NLC would also like to see more available federal data sets from USDOT catch up to inform both current Vulnerable Road User Assessments and safety practices across regions so we can truly deliver safer streets for all.
- *Shift measures for safety:* What gets measured gets done, and the National League of Cities believes we should measure our progress in meeting our national safety goals. We also need to broaden our measures and leave behind the practice of using travel speed as the most important measure in a benefit-cost analysis. Analysis should address total travel time, impact on other users (including pedestrians, bicyclists and other drivers), average travel distance, and impact on travel distance and impact on the local economic output of the measures being recommended. When crashes do occur, states' processes and local first responders should prioritize consistent capture and

reporting to ensure that more significant data is provided for research, including speed and roadway design factors such as visibility of users and roadway dimensions.

- *Reconnect the virtuous cycle of federally funded research with updates to foundational transportation decision documents:* Our transportation safety research investment from the federal government cannot be disconnected from the data needed to update foundational federal transportation decision documents, such as the USDOT Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), which IIJA has now put a shot clock deadline on. Ensuring that research activities such as the National Cooperative Highway Research Program (NCHRP) are fully connected to the MUTCD Request to Experiment and providing more Crash Modification Factors could begin to close the safety research gap and take some of the cost burden off those who want to innovate. Tying federal research funding to required updates to foundational and federally supported manuals and design guides is not only a best practice but a good use of taxpayer funding.
- *Delineate MUTCD's purpose:* NLC and our local partners have requested USDOT consider how the MUTCD can best fulfill its intended purpose in delivering consistent road signs, lines, and signals across the U.S. in the upcoming update as well as setting up a federal advisory committee to provide more balanced perspective. However, what started as a basic manufacturing specification of roadway devices in the 1930s has been burdened by serving too many purposes that have substantial costs. Local governments have found that MUTCD in its current form and governance is a roadblock to safety improvements and innovation while it remains an essential tool that must be

updated to provide the minimum necessary guidance for the uniformity of traffic control devices.

- *Large vehicle design standards must be analyzed:* USDOT's National Highway Traffic Safety Administration reports that pedestrians are two to three times as likely to die when hit by a pick-up or SUV than a passenger car, and that drivers of pickups and SUVs are three to four times more likely to hit a pedestrian while turning because of blind spots. Congress has the oversight to address this issue through vehicle design standards, road safety education, and even licensing. In Boise, we lost two citizens last year, a retired couple on their daily walk, who were hit by a turning pick-up whose driver did not see them. Both the driver and the car design are responsible to be able to see and safely respond to people outside the vehicle.
- *Engage America's youth in safety and transportation alongside the international community:* Road safety is an issue that spans farther than U.S. borders, and it is essential that America's youth are able to travel safely. The United Nations has proclaimed a [Decade of Action for Road Safety from 2021-2030](#), to target a reduction of road traffic deaths and injuries by 50% by 2030, and engaging our youth is a key way to join this effort. Reconnecting them with a variety of travel modes that allow them access and independence will enable the transportation system to serve all of us more efficiently while providing youth the value to engage in their communities and with peers around the world. As a life-long transportation nerd, I also would love to have more youth look at transportation as a future career that can change lives at home and offer an ability to learn from other places.

Thank you for the opportunity to address the Committee, and I look forward to your questions.



[All Resources](#)

Promising Local Practice in Road Safety: A Primer for Safer Streets

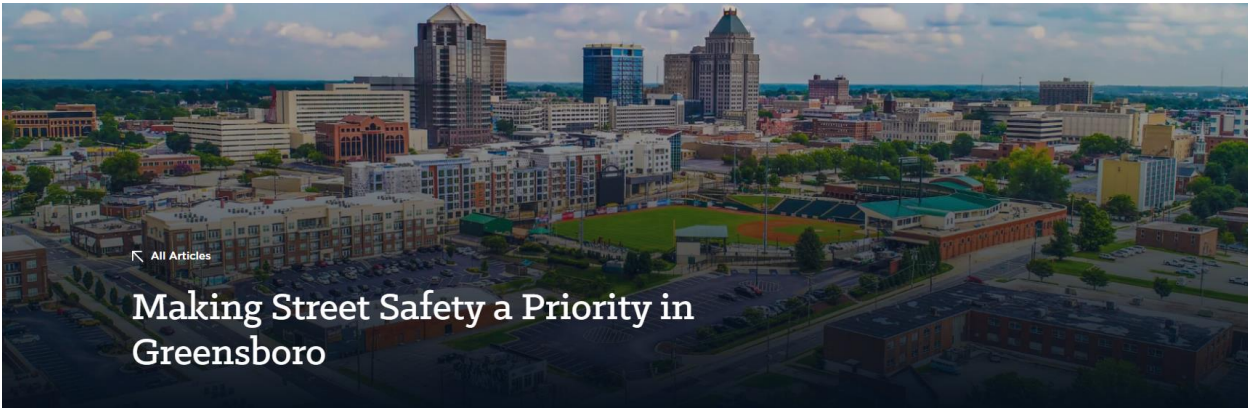


**PROMISING LOCAL PRACTICE IN ROAD SAFETY:
A Primer for Safer Streets**

America has reached the highest number of fatalities on roads since 2007. In the United States, [road deaths](#) fell in our nation in 2020, a five percent increase from 2019. Black, Hispanic, and Native populations are more likely to experience a pedestrian accident that results in a death compared to their total percentage of the population. From the [2020 data](#), fatality impacts were up 23 percent for non-Hispanic Black people. Neighborhoods experiencing poverty are also [disproportionately impacted](#).

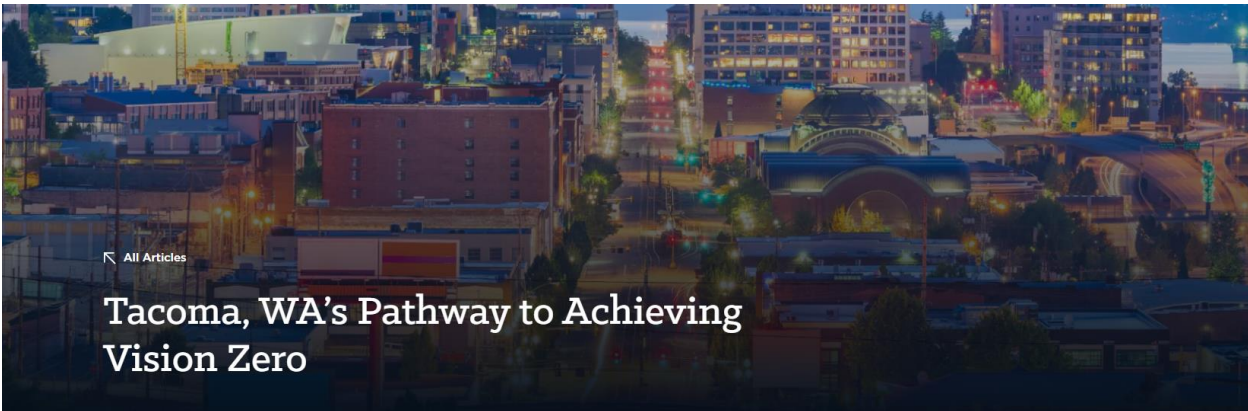
The federal government, through the Department of Transportation, is expanding coordination of existing and new programs on road safety into a comprehensive National, State, Tribal, and Local (NSTL) effort. The effort is a response for reducing the country's burden and equity to improve, connect, walk, and local streets using [4 key strategies](#). Their focus for local leaders includes:

- [An equity and justice lens](#) to address the needs of all communities, including those that are most vulnerable.
- [A focus on data and evidence](#) to inform decision-making and to track progress.
- [A focus on community engagement](#) to ensure that local leaders are at the center of the effort.
- [A focus on funding and resources](#) to support local efforts.
- [A focus on training and capacity building](#) to support local leaders.
- [A focus on partnerships](#) to leverage resources and expertise.
- [A focus on innovation](#) to explore new solutions.
- [A focus on accountability](#) to ensure that goals are met.



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