FOIA Number: 2012-0769-F

FOIA
MARKER

This is not a textual record. This is used as an administrative marker by the William J. Clinton Presidential Library Staff.

Collection/Record Group: Clinton Presidential Records

Subgroup/Office of Origin: Council on Environmental Quality

Series/Staff Member: Kathleen (Katie) McGinty

Subseries: [Correspondence]

OA/ID Number: 2256

FolderID:

Folder Title:
[S - February 1994] [Loose]

Stack:	Row:	Section:	Shelf:	Position:
S	61	5	3	1

THE WHITE HOUSE

WASHINGTON

February 25, 1994

Lynn N. Simon
Program & Marketing Coordinator
U.S. Green Building Council
1615 L Street, NW
Suite 1200
Washington, DC 20036

Dear Lynn:

Thank you for your letter and the enclosed information. It was good to hear from you.

I appreciated learning about the developments in combating indoor air pollution from "December FAX & FACTS" and "ASTM Standard Practice for 'Green Buildings.'" Be assured that the administration will continue to study indoor air pollution.

Again, thank you for sharing your most recent information with me.

Sincerely,

Katie McGinty

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/jdm

U.S.
GREEN BUILDING
COUNCIL

1615 L Street, NW, Suite 1200
Washington, DC 20036
Tel: 202/778-0760
Fax: 202/463-0678

505 Sansome Street, 6th Floor
San Francisco, CA 94111-2790
Tel: 415/398-3900
Fax: 415/398-3980

December 9, 1993

Katie McGinty
White House Office on Environmental
Old Executive Office Building
Room 360
Washington , D.C. 20501

Dear Katie:

This past year has been a very successful one for the U.S. Green Building Council. We have initiated and developed many programs and activities that fulfill the Council's mission. For your information, we have sent the following items:

- **December FAX&FACTS**

- **ASTM Standard Practice for "Green Buildings"**

The Council is looking forward to a very exciting year and continuing our dialogue in areas of mutual interest.

Have a very healthy and happy New Year. See you in 1994!

With best regards,

Lynn N. Simon

Lynn N. Simon
Program & Marketing Coordinator

cc: David Gottfried
Mike Italiano

THE WHITE HOUSE

WASHINGTON

February 9, 1994

Ms. Lauren Shuler-Donner
Mr. Richard Donner
Warner Bros.
4000 Warner Boulevard
Burbank, CA 91522

Dear Lauren and Richard:

It was a pleasure to see you in Los Angeles last month. The President has asked me to respond to your recent letter on our environmental policies.

We believe we have a strong record of solid environmental accomplishments in our first year. We are redefining our role in the post-Cold War world in a way that takes into account the linkages between national security and environmental degradation. The President committed this country to cut greenhouse gas emissions to 1990 levels by 2000 and to continue the trend of reduced emissions thereafter. We have produced the world's most concrete action plan to meet the year 2000 goal, and we are leading the global debate on measures for the years beyond 2000. The President signed the biodiversity convention, which the previous Administration had spurned. We are leading the world in reform of the environmental policies of the World bank and in forming partnerships for bilateral and multilateral cooperation with developing countries and with Russia and other countries emerging from Communism.

The President has broken the gridlock on domestic environmental issues that had paralyzed previous administrations and Congress for years. By promoting shared responsibility for solving these problems, this Administration has produced solutions to long-festering controversies over the Pacific Northwest forests and wetlands. We've increased the federal budget for energy efficiency, pollution prevention, and many other environmental programs. We've proposed overhauls of pesticide and food safety laws, the Clean Water Act, and Superfund that will deliver more protection for public health and the environment.

The President has given both China and Taiwan until March of this year to take specific steps to curb the destructive trade in tiger and rhinoceros parts. He offered those countries law enforcement assistance and other technical assistance. He also stated specifically that import prohibitions will be necessary if measurable, verifiable, and substantial progress is not demonstrated by each country by March. The President has also strongly signalled this country's deep opposition to commercial whaling. Norway is also on notice that there is no agreed management and monitoring scheme to ensure that any commercial whaling is kept within science-based limits.

Both of the recently completed trade agreements, NAFTA and the GATT, break new ground for the environment. You must understand that environmental protection was never even considered before in trade negotiations. We will continue to work hard to gain international consensus on stronger environmental protection provisions in future trade agreements, including the new GATT round that is about to start up. We have no intention of weakening any U.S. environmental law over trade concerns.

Finally, after years of inaction and neglect by the U.S. government, this Administration has taken bold action to start to address the global population problem. The President's 1995 budget request increases U.S. assistance to family planning and reproductive health programs by 17 percent. The U.S. government plans to take a leading role at the September International Conference on Population and Development by seeking consensus on long-term goals for population growth reduction and an action plan to reach those goals.

I must ask you to consider all of our environmental accomplishments in this first year, as well as our plans to do much more. As you recognized, change is hard. Change has many opponents. The President needs your support, and that of the millions of Americans who care about the environment, to get these things done.

Sincerely,

Katie McGinty

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

WARNER BROS.
4000 Warner Boulevard
Burbank, California 91522
(818) 954-6000
Cable Address: Warbros

January 7, 1994

The Honorable Bill Clinton
The White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

Dear President Clinton,

As lifelong members of the Democratic party, we willingly devoted time, money and energy to help vote in this administration. We believed in your highly visible environmental platform for Change, and were especially thrilled by your choice of environmental heavyweight, Al Gore, as your running mate.

Since the election, we have written to you directly and copied you on letters to Vice President Gore and others in your Administration regarding our calls for action in respect to the illegal murder of whales by Norway. While we have received polite form letters of thanks, we have yet to see any real action.

We are not naive to the fact that there are many pressing areas of concern for a new administration, but we have become increasingly disillusioned by your Administration's environmental policy - or lack thereof. It actually appears to be in a state of collapse. Besides not taking any steps against the outlaw whaling of Norway, despite the Pelly Amendment's authorization to impose trade sanctions for such offenses, we are shocked by the lack of action taken by this Administration in other issues. Two months ago, it capitulated to Taiwan and China thereby failing to impose any sanctions despite the criminal and defiant import of rhino horns and tiger parts. This almost insures the extinction of these majestic animals in Africa, India and Asia. The government has violated the Marine Mammal Protection Act by failing to stop the killing of northeastern offshore Spotted dolphins by the tuna industry - in trade politics at its worst, the Administration is sacrificing dolphins to keep from rocking the boat with other dolphin-killing countries such as Mexico and Venezuela. And, of course, there is the matter of the "management" of our ever dwindling forests.

While we understand that the budget, health care and trade policies are critical concerns, we do not think that environmental issues, which are equally important, should be excluded or ignored.

We realize that change must come one step at a time. Please start with Norway immediately. In your letter to Congress dated October 4, 1993, you stated that "[the United States'] objectives can best be achieved by delaying the implementation of sanctions until we have exhausted all good faith efforts to persuade Norway to follow agreed conservation measures," and that it was your "sincere hope that Norway will agree to and comply with such measures so that sanctions become unnecessary."

Because we have not implemented the mandate of the Pelly Amendment by placing sanctions on Norway, Japan, Iceland and even Denmark are contemplating commercial whaling. As in all international policy issues, the world watches the United States to set the standards to which it will adhere. Let us be the paragon for environmental responsibility.

We are aware of Vice President Gore's long time friendship with Prime Minister Gro Harlem Brundtland. However, this relationship should not stand in the way of our taking official action as provided under the Pelly Amendment.

By the way, perhaps you can enlighten us as to why, or how, Rollie Schmitten could have possibly been appointed by Ron Brown as Director of the National Marine Fishery Service. We know of his background as a timber man and republican!

This year there are major environmental bills coming up for reauthorization in Congress, including the Marine Mammal Protection Act and the Endangered Species Act. Please do not let the economy and foreign trade impede your commitment to ecological and environmental issues. Instead of weakening these laws by putting big business first, the laws should be strengthened.

We ask you to restore our faith and trust in the Democratic party. We ask you to be that "promised voice" for the environment that we voted into office. Finally, we urge you not only to hear our voice but to consider the welfare of all of our children and grandchildren who will inherit our mistakes unless we act immediately.

Thank you for your time and consideration.

Respectfully,

Lauren Shuler-Donner

Richard Donner

THE WHITE HOUSE

WASHINGTON

February 24, 1994

Mr. Paul O. Schwartz
Executive Director
Susquehanna River Basin Commission
1721 North Front Street
Harrisburg, PA 17102

Dear Mr. Schwartz:

Thank you for contacting me regarding your thoughts about the devastating floods which occured in the Midwest this past summer. It was good to hear from you.

As you know, the preservation of the environment continues to be one of this Administration's highest priorities. I certainly appreciate learning your thoughts about rebuilding the levees destroyed by the recent flooding in the Midwest. The Office of Management and Budget and the Office on Environmental Policy have been looking into last summer's flooding in the Midwest in order to address many of the concerns that you raise with regard to rebuilding the Upper Mississippi River Basin. We have formed an Interagency Floodplain Review Committee to identify needed improvements in floodplain management, and I have taken the liberty of forwarding your letter to General Gerald Galloway, its Executive Director, for review.

Again, thank you for sharing your thoughts with me.

Sincerely,

Kathleen A. McGinty

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

SUSQUEHANNA RIVER BASIN COMMISSION
1721 North Front Street • Harrisburg, Pennsylvania 17102

From the Office of the
Executive Director

February 7, 1994

Kathleen A. McGinty
Deputy Asst. to the President
Office on Environmental Policy
The White House
1600 Pennsylvania Ave., N.W.
Washington, D.C. 20500

Re: White House Review of Flood Plain Management Policies

Dear Ms. McGinty:

We recently read in the *ICWP Bulletin* that the Clinton Administration has initiated a review of flood plain management policies in the hope of bringing about future policy reforms. According to the *Bulletin*, this review will solicit opinions and make recommendations as to what changes in current policies would most effectively achieve the goals of flood plain management, i.e. risk reduction, economic efficiency, and environmental enhancement. We would like to offer your office the following observations based on our experiences in the Susquehanna River Basin, one of the most flood prone river systems in the nation.

Like the Mississippi, levees and flood walls line the banks of the Susquehanna and its larger tributaries in a number of locations. During past floods, these have generally performed well in protecting whole communities from disaster. For example, folks in Sunbury, Pa. wrote a message of thanks on their flood wall after it saved the city from flooding during Tropical Storm Agnes in 1972.

In other cases, results have not been so gratifying. In that same 1972 storm, flood waters overtopped the levee system at Wilkes-Barre , Pa., causing enormous damage to buildings and infrastructure. It is the image of water pouring over a failed levee that probably stands out most in our minds when we think back on the calamitous events of this past summer in the Midwest.

The Commission generally supports a balanced approach to flood damage reduction which includes both structural and nonstructural measures. The construction of upstream flood control reservoirs, which can often accommodate multiple water resource management purposes such as recreation and water supply storage, have been invaluable in helping to alleviate flooding in the basin. The Commission has also supported the construction of levees and flood walls in appropriate instances, despite their short-comings:

Current federal and state laws do not reflect a balanced approach to flood damage reduction. Instead, they are written to encourage the construction of structural flood protection rather than relocation off of the flood plain. Federally subsidized flood insurance may actually encourage continued occupation of the flood plain. Because owners are allowed to rebuild any damaged structure up to 50% of the pre-flood value, there is little incentive to relocate.

To cope with the short-comings inherent in structural solutions, and in an attempt to offer meaningful flood damage reduction options to more areas within the basin, the SRBC has been promoting a number of nonstructural programs, the most prominent of which has been flood forecasting and warning. Our work in this area has focused on two basic elements:

1. The establishment of local flood warning systems, usually at the county level, to observe stream flows, issue warnings to citizens, and initiate emergency actions such as evacuation of persons and property.

2. Improvements in the basin's flood forecasting and warning network, the main elements of which are under the control and supervision of the National Weather Service (NWS).

With respect to the first element, from the earliest years of its existence, the Commission worked closely with local officials to set up warning systems in several locations, including the Swatara Creek Watershed in Dauphin, Lebanon and Schuylkill Counties, Pa.; Lycoming/Loyalsock Creeks in Lycoming County, Pa.; and the Tioga, Cohocton and Chemung Rivers in Steuben/Chemung Counties, N.Y. The Commission also worked with a number of private sector industries such as the Andritz, Sprout, Bauer Co., of Muncy, Pa. to set up in house plans for flood damage reduction.

Once these local systems were up and running, their operators soon discovered that their efforts to provide adequate warning to citizens were greatly hampered by the lack of timely and accurate forecasts by the NWS. In frustration, they approached the SRBC with a request that we intercede on their behalf to advocate flood forecasting system improvements.

Together with the NWS, USGS, the Corps of Engineers and our signatory states, we devised a plan for upgrading the system through the addition of rain and stream gage sites, automation of existing gages, improved communications, enhanced computer capabilities and 24 hour staffing of the Middle Atlantic River Forecast Center. The plan, with an estimated benefit to cost ratio of 12:1, was implemented beginning in 1986 and greatly increased the capabilities of the NWS basinwide flood forecasting system. However, the system was not completed as originally planned due to funding shortages, which also resulted in cutbacks in system capability in FY 1990.

In every budget year since FY 1986, the Commission has had to seek congressional support for the construction, operation and maintenance of the improved system, since the funding was not provided in the President's budget. We should mention that the Clinton Administration did include $669,000 in operation and maintenance funding for the improved system (which has come to be known as the Susquehanna Initiative) for FY 1994. Since its inception, a total of $11.5 million has been invested in the system.

We at the Commission are very proud of what has been achieved through the Susquehanna Initiative for a relatively small investment of public funds. We view our own involvement in the program as a demonstration of the unique ability of a federal-interstate commission like SRBC to act as an effective coordinator of governmental actions within the watershed. We believe this coordination promotes efficiency and avoids duplication, thus maximizing scarce resources. The Commission also provides a forum where interested parties can meet to express their views and seek cost effective solutions.

In light of our experience here in the Susquehanna Basin, we would submit that flood plain management, and particularly flood forecasting and warning, is a good alternative to structural measures to achieve the goals of risk reduction, economic efficiency and environmental enhancement. It has become increasingly difficult to economically justify structural solutions and attention should therefore be focused on ways to encourage relocation from the flood plain.

We thank you for this opportunity to comment. If you need additional information or have any question, please do no hesitate to contact us.

Sincerely,

Paul O. Swartz

Paul O. Swartz
Executive Director

cc: B. Long, OMB w/ enclosure
G. Karmazin, Cong. Kanjorski's Offc. w/ enclosure
T. Santinello, Cong. Gekas' Offc. w/ enclosure

THE WHITE HOUSE

WASHINGTON

February 25, 1994

Mr. Sam Schuchat
Executive Director
California League of
Conservation Voters
965 Mission Street
Suite 625
San Francisco, CA 94103

Dear Sam:

Thank you for the opportunity to meet with the Environmental Leadership Forum on my recent visit to California. I appreciate your efforts to set up this forum, and I am always eager to meet with representatives of the environmental community to encourage them to contact their elected officials.

Sincerely,

Katie

Kathleen A. McGinty
Director, White House Office
on Environmental Policy

KAM/avl

CLCV

CALIFORNIA LEAGUE OF CONSERVATION VOTERS

CM
FYI
Tery
I phoned
& sent a brief
note back
thanking him
for the
opportunity.

January 27, 1994

Kathleen A. McGinty
Director of the White House Office
on Environmental Policy
Old Executive Office Building, NW
Room 258
Washington, D.C. 20500

Dear Katie,

Thank you for meeting with the Environmental Leadership Forum of the California League of Conservation Voters on January 14. You had many "friends" in the room who thoroughly enjoyed the opportunity to talk with you about their concerns on protecting and preserving California and our nation's natural resources.

In particular, I thought your comment that politicians must hear from their constituents focused the environmental community on the hard work ahead. Also, updating the members on issues raised at the Seattle conference was important. You effectively challenged members to become more active in making our voice heard.

Thank you for being accessible and for your important work on environmental policy. We look forward to working with you in the <u>many</u> years ahead.

Warmest regards,

Sam Schuchat

Sam Schuchat
Executive Director

How was dinner at Jack's?

S

THE POLITICAL ACTION ARM OF THE ENVIRONMENTAL COMMUNITY

965 MISSION STREET, SUITE 625, SAN FRANCISCO, CA 94103
TEL: (415) 896-5550 FAX: (415) 896-5580
10951 WEST PICO BLVD., SUITE 201, LOS ANGELES, CA 90064
TEL: (310) 441-4162 FAX: (310) 441-1685

THE WHITE HOUSE

WASHINGTON

February 25, 1994

Mr. Michael J. Stanton
American Automobile Manufacturers Association
1401 H Street, N.W.
Suite 900
Washington, DC 20005

Dear Mr. Stanton:

Thank you for contacting me regarding your proposals for the development of a Federal Low Emission Vehicle. I apologize for the delay in my response.

As you know, I am committed to the preservation of the environment in a way that leads to strong and sustainable economic growth.

The development of energy efficient vehicles is an important step in the realization of the goals of the Clean Air Act for the entire United States. Be assured that my staff and I are carefully reviewing your proposals for the creation of a Federal Low Emission Vehicle.

Again, thank you for sharing your thoughts with me.

Sincerely,

Kathleen A. McGinty

Kathleen McGinty
Director, White House Office on
Environmental Policy

KAM/jdm

AAMA
American Automobile Manufacturers Association

1401 H Street, N.W., Suite 900 • Washington, D.C. 20005
Tel. No. 202-326-5500 • Fax No. 202-326-5567

Andrew H. Card, Jr.
President and Chief Executive Officer

December 10, 1993

Kathleen McGinty
Deputy Assistant to the President and Director
Office on Environmental Policy
Old Executive Office Building, Room 360
17th Street & Pennsylvania Avenue, N.W.
Washington, D.C. 20500

Dear Ms. McGinty:

America's car companies, with support from foreign manufacturers, just unveiled a proposal to make our air cleaner, sooner, and at less cost to the consumer. The enclosed information will help you better understand this unprecedented initiative.

It was developed in response to the need expressed in several states for additional motor vehicle controls to help the states meet the stringent requirements of the Clean Air Act. In developing their air quality compliance plans, a few Northeastern states sought to adopt California's motor vehicle emission control standards without mandating the cleaner fuels California's law requires. This would result in the vehicles being unable to perform like those in California without additional engineering changes. This also was inconsistent with the Clean Air Act and led to litigation.

Our proposal would provide for the development of a Federal Low Emission Vehicle (Fed LEV). This Fed LEV program will help states improve air quality while avoiding further confrontation and litigation. Specifically, our proposal offers the following:

- emissions lower than required by federal law. Today's cars are about 96% cleaner than they were 25 years ago when controls began. Fed LEV would result in vehicles nearly 99% clean.

- cleaner cars on the road faster than federal law requires. The Clean Air Act does not permit a change in emission control regulations until model year 2004, but Fed LEV would make cleaner cars available beginning in model year 2001.

- vehicles that would be more affordable to consumers than those required under the California standards. Our initiative does not require the more expensive California fuels.

More importantly, once accepted in the Northeast, Federal Low Emission Vehicles would make cleaner vehicles available nationwide.

Contrary to some media accounts, this proposal does not involve electric vehicles. It does not in any way impede the aggressive development programs presently underway at each of our member companies in the quest for a marketable electric vehicle that will meet the existing 1998 requirements in California.

If any questions arise, please contact me at the AAMA headquarters in Washington, D.C. at (202) 326-5521.

Sincerely,

Michael J. Stanton

Michael J. Stanton

AAMA
American Automobile Manufacturers Association
1401 H Street, N.W., Suite 900 • Washington, D.C. 20005

NEWS RELEASE

CONTACTS: Bill Winters/Ed Lewis
(202) 326-5540

FOR IMMEDIATE RELEASE:

DETROIT, M.I., December 6, 1993 -- The nation's automobile manufacturers have offered the northeast states a plan that could lead to the voluntary reduction of motor vehicle emissions below the levels now required by the Clean Air Act.

"Our Federal Low Emission Vehicle proposal (Fed LEV) for future cars and trucks will result in vehicles that deliver even cleaner air...sooner...and at a more affordable cost to the consumer," according to Andrew H. Card, Jr., president of the American Automobile Manufacturers Association (AAMA). "Today's cars are about 96% cleaner than they were 25 years ago when emission controls began. If Fed LEV becomes a reality, our vehicle emissions will be almost 99% clean -- that will be a win for the environment and a win for our customers."

"Our initiative is unprecedented," Card stressed. "It's a demonstration of how industry and government can work together to develop realistic solutions to environmental concerns. And the proposal we've made isn't restricted to the northeast states -- we plan to offer these cleaner cars to the entire nation."

The Fed LEV proposal is being studied by representatives of the Ozone Transport Commission (OTC), an organization of state environmental officials who are currently developing plans to improve air quality in twelve northeastern states and the District of Columbia.

- more -

"Based on the use of federal fuels, the air quality benefits will be virtually the same under the Fed LEV proposal as they would be if a state adopted the California standards," Card said. Several OTC states have sought to adopt California's stringent motor vehicle emission control standards, but resisted mandating the availability of the specially reformulated fuels California requires to achieve its low emission levels. Car makers have objected to adoption of California standards without California fuels, and that issue is currently in litigation.

"It's time to get on with cleaning the nation's air. We want to avoid further confrontations and eliminate the need for any more litigation," Card said. "It can help the states control air pollution, while helping us meet consumer desires for affordability and reliability."

Under the Fed LEV proposal, automakers expect to use the same type of emission control systems that would be needed to meet California's Low Emission Vehicle standard. Vehicles would be certified and operated on federally-mandated clean fuels that will be available in the northeast -- not the more expensive California fuels.

Implementation of the Fed LEV proposal would begin in 2001, which will bring lower emission vehicles into the national market three years ahead of any requirements of the Clean Air Act.

- more -

Fed LEV was designed to present a practical, cost-effective option for the many states now structuring pollution control plans needed to comply with the extremely stringent requirements of the Clean Air Act. "It gives them what they need," Card emphasized. "It provides a significant benefit to the environment, does not require special California fuels, and is based on vehicle technologies that will be acceptable to the consumer.

"It will still be a tremendous technical challenge for our emission control engineers, but our proposal offers states a viable alternative -- particularly those that have already studied and rejected California's program because it failed to provide a cost-effective control strategy. Our Fed LEV proposal is appealing because we've included several critical factors in our planning -- technological feasibility, consumer satisfaction, and environmental benefit.

"The reception Fed LEV has received during our preliminary discussions is most encouraging," Card concluded. "We're continuing those discussions with officials at both the federal and state levels. We have an important process underway, and we need their full support in order to make these cleaner vehicles a reality."

# # #

AAMA is the trade association which represents Chrysler Corporation, Ford Motor Company and General Motors Corporation.

AAMA

American Automobile Manufacturers Association
1401 H Street, N.W., Suite 900 • Washington, D.C. 20005

NEWS RELEASE

FACT SHEET

Federal Low Emission Vehicle Proposal

Vehicles Covered - passenger cars and light duty trucks (up to 6000 pounds gross vehicle weight).

Effective Date - introduction in 2001 on 30% of all vehicles, 60% the following year, with complete coverage in 2003.

Product Availability - Fed LEV vehicles would be available nationwide. They would be required in the Ozone Transport Commission states, and any states that opt to join them in that agreement.

Emission Levels at 100,000 miles (grams per mile)	CARS		
	Hydrocarbons	Carbon Monoxide	Oxides of Nitrogen
Precontrol (1960s)	*10.6*	*84.0*	*4.1*
Clean Air Act Tier I (1996MY)	0.31	4.2	0.6
Fed LEV	**0.125**	**2.5**	**0.3**
Cal LEV w/o California fuels	0.111	4.85	0.29
Cal LEV w/California fuels*	0.09	4.2	0.3
Cal ULEV	0.055	2.1	0.3
Clean Air Act Tier II (2004MY?) Targets	0.125	1.7	0.2

	LIGHT TRUCKS (3751-6000 GVW)		
	Hydrocarbons	Carbon Monoxide	Oxides of Nitrogen
Precontrol (1960s)	*8.0*	*102.0*	*3.6*
Clean Air Act	0.4	5.5	0.97
Fed LEV	**0.16**	**4.0**	**0.5**
Cal LEV w/California fuels*	0.13	5.5	0.5
Cal ULEV	0.07	2.8	0.5

* emissions are about 30% lower using cleaner California fuels

FEDERAL LOW EMISSION VEHICLE PROPOSAL
AN INITIATIVE FOR CLEANER CARS

CLEANER THAN FEDERAL LAW --

	HYDROCARBONS	CARBON MONOXIDE	NITROGEN OXIDES
FEDERAL TIER I	.31	4.2	.6
FED LEV	0.125	2.5	.3

FASTER THAN FEDERAL LAW --

FEDERAL TIER II	POSSIBLE START	2004
FED LEV	START	2001

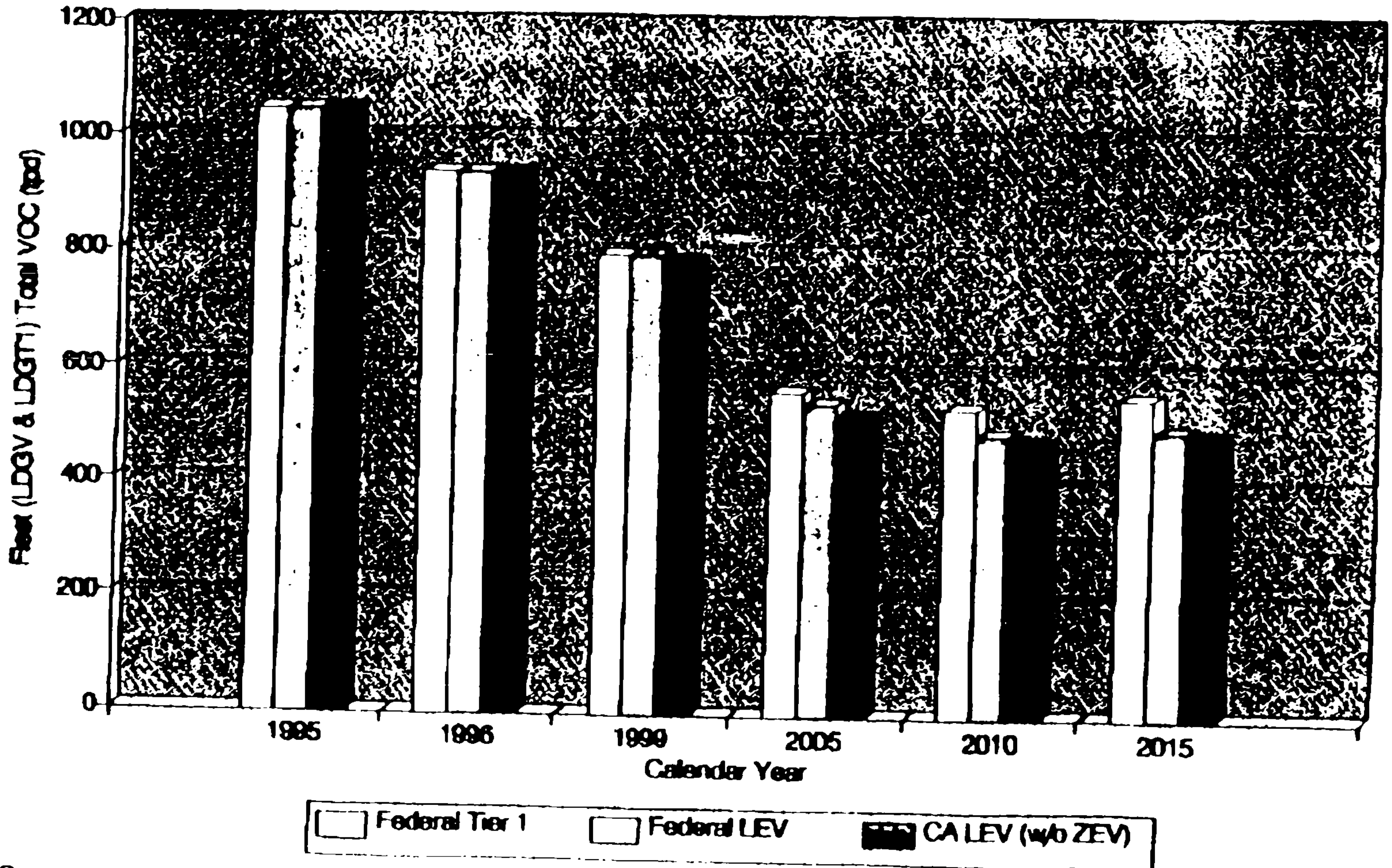
FE)E ℓAL LOW EM ISS ON VEI ICLE PRO 'OSAL
AN INITIATIVE FOR CLEANER CARS

PERCENTAGE EMISSION REDUCTION*

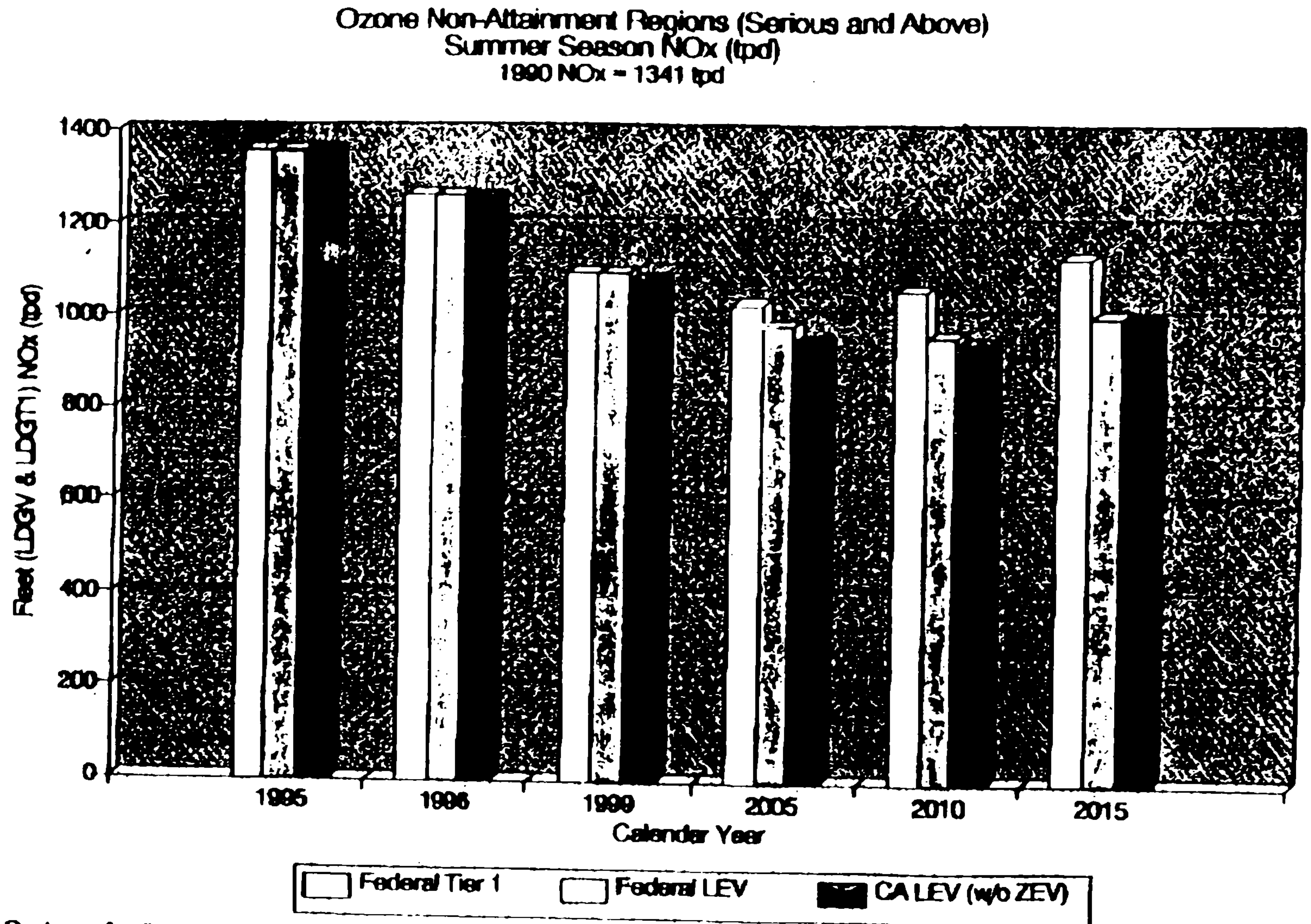
	HYDROCARBONS	CARBON MONOXIDE	NITROGEN OXIDES
FEDERAL TIER I	97.1	95.0	85.4
FED LEV	**98.8**	**97.0**	**92.7**
CAL LEV W/O CAL FUELS	99.0	94.2	92.9
CAL LEV W/ CAL FUELS	99.2	95.0	92.7
CAL ULEV	99.5	97.5	92.7
FEDERAL TIER II	98.8	98.0	95.1

*FROM UNCONTROLLED VEHICLES

Ozone Non-Attainment Regions (Serious and Above)
Summer Season VOC (tpd)
1990 VOC = 1799 tpd



Systems Applications International



Systems Applications International

AAMA

NEWS RELEASE

American Automobile Manufacturers Association
1401 H Street, N.W., Suite 900 • Washington, D.C. 20005

Issue Backgrounder

Ozone Transport Commission and Fed Lev Emission Standards

Summary

America's car companies recently made an historic proposal to federal and state environmental officials to build a car with emissions cleaner than required under current federal law. This proposal, called Fed LEV, would provide a level of emission control which would provide cleaner air, faster and at a more affordable cost than other programs now under consideration by government officials. The proposal was offered by the industry in an effort to avoid years of confrontation and litigation over future requirements. More importantly, this proposal might serve as the basis for a new set of standards under Tier II provisions of the Clean Air Act, which could make these cleaner vehicles available nationwide.

The following is background information on the history of this proposal.

Clean Air Act Amendments of 1990

Autos today are much cleaner than they were when emission controls were first introduced -- in fact, about 96% cleaner than vehicles built in the 1960s, before the Clean Air Act (the Act) was established. When the Act was amended in 1990, it set even stricter emission standards for new motor vehicles nationwide beginning in 1994. It also established requirements for a cleaner fuel -- federal reformulated gasoline. Because of the Clean Air Act, new cars will be about 98% cleaner than pre-control vehicles.

The objective of these controls is to limit the release of hydrocarbons (HC - in motor vehicles that tends to be unburned fuel), carbon monoxide (CO) and oxides of nitrogen (NOx). CO is a known health risk, while HC and NOx are considered to be "ozone precursors" -- substances that can lead to the creation of ozone. The proper combination of HC and NOx in the atmosphere, in the presence of strong sunlight, can produce ozone -- a key ingredient in smog. Ozone is a benefit in the stratosphere, but in significant concentrations at ground level, it can be a health irritant.

California Emission Standards

California has a unique air pollution problem. Its unusual climate and geographic conditions lead to the highest ozone levels in the nation -- about twice as high as anywhere else. It also has the most frequent occurrences in which ozone levels exceed the national health standard -- perhaps ten times as many exceedances as occur in the northeast. Because their situation is so severe, California began to establish its own standards for fuels and auto emissions -- even before the Clean Air Act. Congress has recognized California's unique challenges and permitted them to continue developing their own regulations.

California's future motor vehicle standards apply to virtually all cars, along with smaller vans and pickups. Manufacturers are permitted to sell any mix of vehicles, as long as the average emissions from their fleets do not exceed the California limits. The regulations define four levels of certification, each of increasing severity, to be phased in over time beginning in 1994. Those standards are:

—**TLEV**, transitional low emission vehicle. With modifications, this standard can be met now by vehicles with small displacement engines, and some 4-cylinder cars have already been certified.

—**LEV**, low emission vehicle. This standard will be more difficult to meet, but is probably feasible.

—**ULEV**, ultra low emission vehicle. This standard will be extremely difficult to meet. Despite occasional claims to the contrary, no known system has demonstrated the ability to satisfy this requirement.

—**ZEV**, zero emission vehicle. Only electric vehicles now appear to be capable of meeting this standard. The most challenging aspect of the requirement is that it forces manufacturers to sell a specified number of ZEVs -- 2% of total California sales in 1998, increasing to 10% in 2003. The six major automakers -- Chrysler, Ford, GM, Honda, Nissan and Toyota -- are covered by the ZEV mandate. Other manufacturers must comply beginning in 2003, while the smallest (sales of 3,000 vehicles or less) are exempt from the ZEV mandate.

In recognition of their complex environmental challenge, California considered the vehicle and fuels as an integrated system. For such a system to generate extremely low emission levels during the life of the vehicle, they also mandated that a much cleaner fuel -- California reformulated gasoline -- be available throughout the state. This regulatory effort is typically referred to as the California Low Emission Vehicle/Clean Fuels (Cal LEV) program.

The Clean Air Act prohibits the other 49 states from developing their own standards. Congress did, however, include a clause in the Act that permits a state to adopt standards "identical" to those established by California if they feel such a severe measure is needed to help control emissions. Such adoption, however, cannot require automakers to design a "third car" in order to meet differing state requirements. In addition, states can't impose limitations on the sale of any vehicles that meet Cal LEV standards.

Northeast States and Auto Emissions

Also included in the Act is a provision that requires each state with an ozone problem to prepare a State Implementation Plan (SIP) outlining specific enforceable plans for reducing ozone to acceptable levels. States failing to meet deadlines for attaining federal air quality standards face stiff penalties including a cutoff in federal highway and other funds. With a number of dense, congested urban areas along the coast, several states in the northeast are not in compliance with the ambient air standards of the Act. The cause of their air quality problem is much different from California. Prevailing wind patterns in this region tend to transport pollutants from upwind refineries, power plants and factories -- often in other states -- to core cities where they mix with emissions from vehicle sources and occasionally produce ozone levels that exceed the federal air quality guidelines.

Fortunately, northeast states do not have the geographic features and weather conditions unique to California. Ozone exceedances tend to occur much less frequently in the northeast than they do in California. When they do occur, they are not nearly as severe. At worst, northeast ozone levels are only about half as bad as those in California.

Perhaps a third of the HC in the region is produced by nature. Since this source is essentially uncontrollable, it is generally agreed that about half the man-made HC in the northeast is related to transportation. In addition, about half the NOx, the other key ozone precursor, is related to motor vehicles.

Most of the motor vehicle pollutants emanate from relatively few vehicles. In general, AAMA believes that perhaps 1/3 of the vehicles on the road produce more than 2/3 of the pollutants. More recent studies suggest that as few as 10% of the cars produce more than half the pollutants. Those high-emitting vehicles are typically older. If the vehicles have emission control systems, the equipment may be improperly maintained or disconnected.

New cars are not the problem. But addressing the truly significant sources of air pollution would require a number of challenging political decisions for state officials. They would have to deal with forcing owners of "clunkers" -- older, high-emitting vehicles -- to have them repaired; getting utilities, a major source of nitrogen oxides, to install additional emission controls on power plants; and requiring further emission reductions from local businesses, refineries and factories. States looking for a more politically acceptable way to earn credits on their SIP began a movement to seek the California standards on new cars.

Northeast States Consider California Emission Standards

With prompting from NESCAUM (Northeast States for Coordinated Air Use Management) a few New England states started pushing to adopt the Cal LEV standards. Leadership for the movement subsequently shifted to the Ozone Transport Commission (OTC), an organization formed under authority of the Clean Air Act. This brought environmental officials from the 12 northeastern states (Virginia to Maine) and the District of Columbia together in a joint effort to pursue compliance with the Act. Each jurisdiction, with the exception of Connecticut, agreed to pursue the adoption of the California standards.

The oil industry mounted a very effective campaign against having the cleaner California fuels available in the northeast by predicting such action would drive gasoline prices up by as much as 25 cents per gallon. Legislators in several states passed laws forbidding any requirement for the cleaner fuels. Interestingly, one recent oil industry cost estimate indicated a premium of a little more than 10 cents a gallon for California gasoline.

Massachusetts and New York were the first states to adopt Cal LEV controls. The auto industry filed suit in both states to challenge the legality of implementing those rules. The core of both suits is the fact that each state demanded vehicles that would meet California's extremely low emission levels, but each refused to adopt the companion mandate requiring California fuels. Without the cleaner fuels, manufacturers would not be able to guarantee that vehicles designed to meet California's exacting standards would actually be able to maintain such low emissions in real world use. Since long-term in-use compliance is what the law requires, the industry contends that the absence of California fuels would require manufacturers to develop a "third car" in order to address concerns about product warranties and consumer satisfaction. The Clean Air Act specifically prohibits such a "third car" requirement.

Earlier this year, U.S. District Court Judge McAvoy decided that New York had acted improperly. In summary judgment, he voided New York's attempt to adopt California's ZEV sales mandate, and said the state could not proceed in implementing Cal LEV without comparable California fuel specifications. New York asked for reconsideration. In July, Judge McAvoy said the fuels issue was one that should be decided at a trial. But he upheld his earlier ruling that NY could not require the sale of any specific number of electric vehicles. An appeals process is underway, but a decision is not expected until 1994.

California Standards In Northeast States Don't Make Sense

The auto industry doesn't believe adoption of the California standards in northeastern states make sense for the following reasons:

--the Cal LEV provides very little, if any, additional benefit to the environment beyond the requirements of the Clean Air Act, but the consumer costs will be significant.
--the most logical control system by which automakers hope to meet the more difficult California requirements is a pre-heated catalytic converter system, which will be extremely expensive. Independent estimates indicate the added cost could be in excess of $1,000 per car.
--additional requirements beyond the federal standards are probably not going to be needed. Air quality in the northeast is improving already, thanks to the turnover of the older car fleet, and the introduction of less volatile fuels (lower Reid Vapor Pressure -- slower evaporation rate) in recent years.
--if further controls are actually needed, the EPA can initiate Tier II.
EPA is required to conduct a study by 1997 to determine whether the federal standards have provided sufficient emission reductions from new vehicles. If not, the EPA must determine what additional controls are technologically feasible. They may then require such controls on vehicles in 2004 and beyond.
--the Cal LEV program requires cleaner California fuels, and to pursue legislation that does not recognize this fact is inappropriate.

America's automakers have proposed a number of alternative actions:

--address the real source of the motor vehicle's contribution to the problem by establishing enhanced inspection and maintenance programs to clean up the in-use fleet.
--consider additional cost-effective controls on emissions from utilities, refineries, businesses and industry.
--require the general availability of federal reformulated gasoline as permitted by the Act.
--consider Tier II in all SIP planning. The EPA has Tier II to fall back on if the current Act requirements do not prove to be sufficient in reducing new car pollutants. If it's needed, they must adopt it.
--address urban congestion problems with transportation controls.
--states considering the California standards should engage a reliable research organization to evaluate whether this approach represents a cost-effective and rational control measure. Such studies have been done in Illinois, Texas, Virginia and Pennsylvania, and in each case the adoption of the Cal LEV standards was not supported. Preliminary results from New Jersey indicate a similar conclusion may be reached there.

Massachusetts and New York have rules to adopt the Cal LEV program. Virginia and Pennsylvania have said "no," and New Jersey may do the same after formally reviewing the study. A few other states have indicated a willingness to go along with Cal LEV, but only if most of the other northeastern states enact such a law.

Litigation is still underway in New York and Massachusetts. It is doubtful any decisions will be reached in those cases until early 1994.

FED LEV: A Proposal for Cleaner Air, Faster, At A More Affordable Cost

The industry recognizes the desire of the states to develop a plan to meet federal air quality standards without the use of special California fuels. In order to avoid years of confrontation and litigation, AAMA is in discussions with the EPA and leading environmental officials in the OTC to evaluate a concept in which the industry would voluntarily build cars cleaner than required by law, and do so in a time frame that would introduce those vehicles to the market sooner than they would be if EPA's Tier II were to be implemented. The proposal would not require the use of California fuels, and is based on technology that is realistic, would produce meaningful benefits for the environment, and would be acceptable to automotive consumers.

The objective is to create a plan that will resolve the current litigation, assist the states in meeting their Clean Air Act obligations without the Cal LEV standards, and be acceptable to all major manufacturers -- both domestic and foreign -- as well as the EPA.

* * *

THE WHITE HOUSE

WASHINGTON

February 25, 1994

The Honorable Mike Sullivan
Governor of Wyoming
Center for Clean Air Policy
444 North Capitol Street
Suite 602
Washington, DC 20001

Dear Governor Sullivan:

Thank you for calling to my attention the work Ned Helme has been doing as the Executive Director of the Center for Clean Air Policy. It was good to hear from you.

We are currently reviewing potential members for the transportation strategy group. Please be assured that Mr. Helme's name will be considered for membership of the transportation strategy group.

Again, thank you for sharing this information with me.

Sincerely,

Kathleen McGinty
Director, White House Office On
Environmental Policy

444 North Capitol Street
Suite 602
Washington, DC 20001
202/624-7709
202/508-3829 Fax

December 28, 1993

The Honorable Hazel O'Leary
Secretary, U.S. Department of Energy
1000 Independence Ave., SW
Washington, DC 20585

Kathleen A. McGinty
Director, White House Office of Environmental Policy
The White House
Washington, DC 20500

Dear Secretary O'Leary and Ms. McGinty:

We noted with interest President Clinton's announcement in October that a group would be formed to develop a consensus on alternatives for addressing the greenhouse gas emissions from the U.S. transportation sector. We urge your consideration of Ned Helme, Executive Director of the Center for Clean Air Policy, for membership on that group. Ned has extensive experience on a wide range of environmental, energy, and transportation issues. And his familiarity with how these intertwined issues will play out at the state and local levels would be a real asset as this effort moves forward. For example, Ned is leading an effort by CCAP to develop comprehensive recommendations on measures that can address both ozone pollution and greenhouse gas emissions for the transportation and energy sectors in the ozone nonattainment region in southeast Wisconsin.

Through our role as members of the Board of Directors for the Center for Clean Air Policy, we've followed the Administration's efforts to meet the President's commitment to stabilize U.S. greenhouse gas emissions at 1990 levels by the year 2000. As you may know, both of us have been supportive of the policy directions set in the President's Climate Change Action Plan. However, as the Plan suggested, emissions from the transportation sector are among the largest and seem to be growing the fastest. As such, we appreciate the steps the Administration is now taking to consider additional measures for this important sector. We hope that you will be able to accommodate our request to add Ned Helme to the transportation strategy group.

Best regards,

Mike Sullivan
Governor, Wyoming

Tommy Thompson
Governor, Wisconsin

THE WHITE HOUSE

WASHINGTON

February 25, 1994

Ms. Virginia Sanders
Hideaway Bay Homeowners Association
709 Hideaway Bay
Longboat Key, FL 34228

Dear Ms. Sanders:

Thank you for contacting me regarding your thoughts about federal wetlands policy. It was good to hear from you, and I sincerely apologize for the delay in responding.

President Clinton and Vice President Gore are committed to the preservation of our natural resources in a way that leads to strong and sustainable economic growth. As you know, an Interagency Working Group on Federal Wetlands Policy was convened on June 4 to review and seek to clarify the issues surrounding federal wetlands policy in anticipation of the reauthorization of the Clean Water Act. It included representatives of all federal agencies involved in, or impacted by, the protection of wetlands. In addition, the working group solicited a broad range of views, including those of the Congress; state and local government; environmentalists; developers and homebuilders; agricultural interests; and others. The wetlands policy announced last August is the culmination of the hard work of this working group.

With regard to your specific concerns about mitigation, the section 404 regulatory program relies upon a sequential approach to mitigating the harmful effects of such activities by first avoiding unnecessary impacts, then minimizing environmental harm, and, finally, compensating for remaining unavoidable damage to wetlands and other waters through, for example, the restoration or creation of wetlands. We believe that this sequential approach to mitigation provides an effective and environmentally-sound framework for addressing this important issue.

Again, thank you for sharing your thoughts with me.

Sincerely,

Kathleen A. McGinty

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

Wetlands
2 con
mitigation

Hideaway Bay
Home Owners
Association
Virginia Sanders
709 HIDEAWAY BAY, LONGBOAT KEY FL 34228

Jan. 15, 1994

Dear Kathleen McGinty,

The newly proposed Federal policy will NOT adequately protect our Wetlands.

Wetland restoration should not be used to mitigate destruction of other wetlands!

In all probability, if more than 19 million acres of wetlands had not been eliminated from the drainage basins of the Mississippi and Missouri rivers North of St. Louis, the recent floods would not have been so severe. The states that suffered the most, had lost 85% or more of their marshes, bogs and fens.

Think about it!

Sincerely
Virginia Sanders

THE WHITE HOUSE

WASHINGTON

February 22, 1994

Mr. Robert O. Swanson
Senior Vice President
Mobil Corporation
3225 Gallows Road
Fairfax, VA 22037

Dear Mr. Swanson:

Congratulations to Mobil Corporation on receiving the Partner of the Year Award for the EPA's Green Lights Program! The program is doing remarkably well, in no small part because of participation like Mobil's, and we are pleased to have Mobil joining in efforts to help the environment and the economy. Commitment to sustainable development is a cornerstone to President Clinton's philosophy and is driving our environmental agenda throughout the Administration.

As you may know, last October President Clinton released his Climate Change Action Plan to reduce greenhouse gas emissions to 1990 levels by the year 2000. The Green Lights Program is one of the initiatives which will play a significant role in the implementation of the Action Plan. I want to commend you for your active participation in this program.

Again, congratulations.

Sincerely,

Kathleen A. McGinty

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

THE WHITE HOUSE

WASHINGTON

February 18, 1994

Mr. Mark Stewart
Director
Sabah, Inc.
P.O. Box 2404
Ketchum, Idaho 83340

Dear Mr. Stewart:

Thank you for contacting my office regarding your thoughts about the U.S. Air Force's proposed bombing range in Owyhee County, Idaho. It was good to hear from you.

As you know, the protection of our nation's valuable natural resources continues to be one of the Administration's highest priorities. I appreciate learning your views about the potential environmental impacts of the proposed bombing range. I have taken the liberty of forwarding a copy of your letter to the Office of the Deputy Under Secretary of Defense for Environmental Security for review of the specific issues that you raise. I am sure that your concerns will be given the appropriate consideration.

Again, thank you for sharing your views with me.

Sincerely,

Kathleen A. McGinty

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

SABAH Sabah, Inc. – Developing New Beginnings
P.O. Box 2404 Ketchum, Idaho 83340 U.S.A. Telephone (208) 726-7073

President Bill Clinton
c/o Kathleen McGinty
Deputy Assistant to the President
Director of Office on Environmental Policy
Old Executive Office Building – Room 358
Washington, DC 20501

January 26, 1994

I am submitting this letter to express my opposition to the Proposed Bombing Range (ITR) in South west Idaho – Owyhee Canyon Lands. The reasons are as follows:

1) The D.E.I.S. does not adequately address alternatives to the proposed bombing range.

2) The D.E.I.S. failed to include supporting scientific documents studying wildlife and environmental impacts to the bombing range.

3) There is no Wildlife Management Plan.

4) The land exchange plan reeks of illegality by preventing Congress from becoming involved as required by law (Engl Act of 1957).

5) With already existing bombing ranges in the immediate vicinity of the ITR, I submit that the expense of closing ranges such as the Utah Test and Training Range and opening new ranges in Idaho are both costly and extremely wasteful – to the environment and the tax payer.

Respectfully,

Mark Stewart

Mark Stewart
Director

P.S. keep up the Good WORK!
You & Hilary are wonderful, caring people.

THE WHITE HOUSE

WASHINGTON

February 8, 1994

The Honorable Donna Shalala
Secretary
Department of Health and Human Services
200 Independence Avenue, S.W.
Washington, D.C. 20201
Attn: Kevin Thurm

Dear Secretary Shalala:

As you know, the President recently signed the Executive Order on Federal Acquisition, Recycling, and Waste Prevention to establish the Federal Government as a model for private and public institutions in this regard. It will reduce solid waste, build markets for recycled products, encourage new technologies and protect the environment.

Among other important provisions, the Executive Order requires the appointment of a Federal Environmental Executive to spearhead the implementation of the Order. Consequently, in conjunction with the EPA, we are currently in the process of reviewing the many qualified applicants, and hope to make an announcement soon.

In the meantime, we request that each agency move expeditiously in naming an internal Environmental Executive as specified in the Order. As you know, the Order sets an aggressive timeline for implementation. In the time until the Federal Environmental Executive is named, please notify me of your choice. This will allow the Federal Environmental Executive to quickly avail him or herself of the expertise of each agency.

Thank you for your support.

Sincerely,

Katie McGinty

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

THE WHITE HOUSE

WASHINGTON

February 17, 1994

Mr. William S. Stricker
Boehm-Madison Lumber Company, Inc.
P.O. Box 906
Brookfield, WI 53008-0906

Dear Mr. Stricker:

Thank you for contacting me regarding your thoughts about President Clinton's Forest Management Plan. It was good to hear from you.

As you know, President Clinton announced his Forest Plan for a Sustainable Economy and a Sustainable Environment, based on the analytical work of three working groups established at the Forest Conference. This Administration believes that the Forest Plan is scientifically-sound and legally responsible and will provide a sustainable harvest. This plan also includes a new economic assistance program that helps local workers, businesses and communities in strengthening the region's economy by creating family-wage jobs, offering new economic opportunities, and ensuring the region's long-term economic health.

After receiving 100,000 comments on the proposed plan, we are now working to refine it further and expect to submit it to the court by the end of March. I appreciate learning of your views on this very important issue and appreciate receiving "A Woodsman's Lament."

Again, thank you for sharing your thoughts with me.

Sincerely,

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/jdm

BOEHM-MADISEN LUMBER CO., INC.

WHOLESALERS
LUMBER
FOREST PRODUCTS

P.O. BOX 906
BROOKFIELD, WI 53008-0906
PHONE: (414) 544-4660
FAX: (414) 544-0795

December 22, 1993

Ms. Kathleen A. McGinty, Director
White House Office on Environmental Policy
The White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

Dear Ms. McGinty:

After reading "A Woodsman's Lament", I thought you might like to take time to read this perspective on the situation in the Pacific Northwest.

I feel that the lumber industry is quite possibly only the first agricultural industry to fall prey to conservationists and special interest groups. In the future it will be interesting to see if an insect that grazes on cotton, or a declining crow population will have us planting crops without harvesting them to sustain them or other wildlife.

I'm sure that the loggers in the Midwest could be retrained to mine for ores necessary to produce metals for studs or drill for oil to produce more plastics as an alternative to lumber. Unfortunately, we all know the environmental concerns that make these choices impractical.

My concern at this time is that teams developing our "Forest Management Plan" exercise common sense in making decisions that will effect far more Americans than the 70,000 mentioned in Mr. Forrest's commentary.

Wishing all a healthy and prosperous New Year. As always,

Respectfully,

BOEHM-MADISEN LUMBER COMPANY

William S. Stricker

WSS/mkk

Enclosure

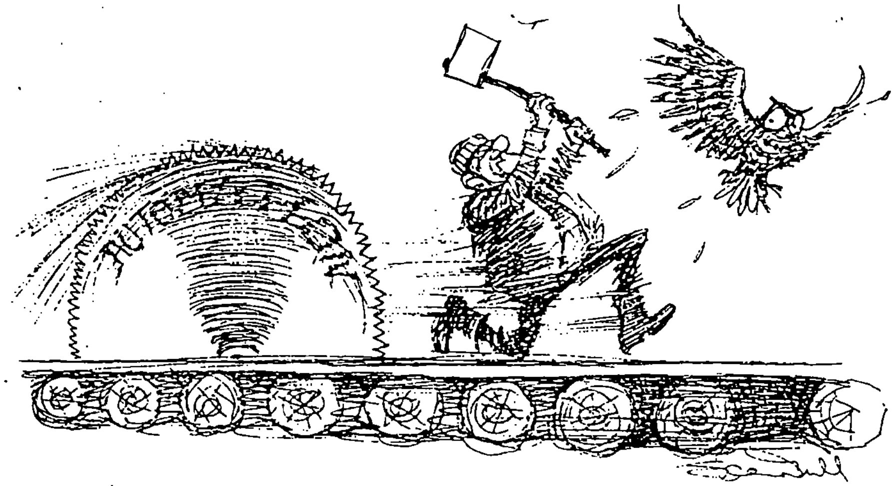
OFFICE AND YARD LOCATED AT:
N16 W22100 JERICHO DRIVE - WAUKESHA, WISCONSIN

We thought Don might enjoy this. We felt it was fairly even handed & tempered in tone & quite well written.

COMMENTARY

A Woodsman's Lament

By David R. Forrest



It's 1952 in Roseburg, Ore.* I am 11 years old and, with 14 others of Boy Scout Troop 130, am planting Douglas fir seedlings in a recently logged timber unit up the North Umpqua River in the Douglas National Forest. Lumber and plywood provide the livelihood of all the members of the troop. My father operates a plywood mill nearby employing more than 300 in this town of 13,000. The patrol leader's father has a lumber mill that employs 200 more. Timber receipts by the Forest Service are shared with Douglas County to provide roads and schools in lieu of property taxes. At the end of the day, we sit and admire our accomplishment — a newly planted field. We will harvest it as adults.

Oregon State University, 1962. As a senior at the university, I am "grade-staking" a new logging road in the Cascade Mountain range southeast of Roseburg. This road will provide another access between the North and South Umpqua River watersheds. The timber is again Douglas fir but does include stands of sugar pine up to 6 feet in diameter. Our family now operates two sawmills, a plywood mill, a molding mill, and two particleboard plants, employing several hundred. The Boy Scouts do not replant logged areas; logging practices now require that the harvester replant.

St. Louis, 1972. I am leaving on a trip to British Columbia for the St. Louis firm that purchased my father's business. I am proud of working for the world's largest producer of particleboard, manufacturing more than 1 million square feet each day. Our plants in Wright City, Union and Sedalia, along with 15 other locations, consume all of this in addition to 40 boxcarsful purchased each week from other suppliers. Our Oregon wood is going into more than half of the 850,000 mobile homes produced this year by way of underlayment, wall paneling, cabinet stock and hollow-core doors. Wood fiber is the most cost-effective structural building material available. And it is renewable, too!

But I'm going to British Columbia to finalize the sale of a closed stud mill and 320 acres of ground to a Vancouver condominium developer capitalizing on the newly opened Whistler Mountain Ski Area in the Garibaldi National Forest.

Houston, 1982. My wife and I are attending the National Association of Home Builders convention. We see samples of new production of oriented-strand particleboard made from wood scraps with strength to allow its use in subfloors and roof sheathing, replacing the higher cost plywood made from whole trees now used in most stick-built homes. I am now enjoying being a St. Louis homebuilder, actually using the products my whole life has been involved in producing.

Oregon, 1993. I am vacationing in August. We are backpacking, hiking and picnicking through several short trails along the beautiful Coast Range, in timberland that had been logged in the early 1900s. The firs and spruce are majestic, towering more than 200 feet above us. Along the trails and in the campgrounds, old stumps, cut above the flare, are evidence of a long-ago harvest.

Waldport, Ore., 1993. I stop at the Siuslaw National Forest District Ranger Station to find out why so many mills are dismantled and why there are so few stockpiled logs awaiting mill processing at the mills that remain. Shocking result: In the entire Siuslaw National Forest, only 48 million board feet of harvest is scheduled for 1994, and half of that is expected to be held up due to protests. The resulting harvest will supply only one mill's production for the year. From 1981 to 1991, an average annual volume of 297 million feet was harvested. The spotted owl and the marbled murrelet have struck again. The highly touted "Forest Summit" hosted by President Bill Clinton resulted in directions that harvests be reduced to one-quarter of previous levels. Seventy-thousand jobs are gone. Long-term prospects for harvest improvement are dismal.

The witchcraft of environmentally, politically correct thinking has rung the bell, closed the book and blown out the candle on Oregon. Two hundred and seventy million dollars will be disbursed from federal funds over the next 10 years to make up for the loss of federal lumber funding. In 1994, the counties are expected to receive \$51 million. This doesn't sound like a recovery plan; it sounds like a welfare plan. The old Oregon as a timber-producing area is finished. My father is gone; his mills are gone; his jobs are gone, along with 70,000 others that depended on the national forest harvest. The new Oregon is a place to play, to visit, to retire to. A truly enjoyable vacation land. Perhaps it will work. So ends a woodsman's lament.

St. Louis, 1993. The shortage of lumber and the escalation of lumber prices on the market dictate that we must look forward to a new way of building. Steel studs and joists for framing, oriented particleboard for subfloors and roofs, and southern pine for the lumber we need to have. It is wishful thinking to plan otherwise. It remains a challenge for all of us.

David R. Forrest is a past president of the Home Builders Association of Greater St. Louis and the president of Maple Park Development.