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Collection/Record Group: Clinton Presidential Records
Subgroup/Office of Origin: Records Management (OP)
Series/Staff Member: Outgoing Presidentials
Subseries:

OA/ID Number: 12898
Scan ID: 283873
Document Number:

Folder Title:
[John Caruthers, Attended the Signing Ceremony for the Transportation Equity Act for the 21st
Century]

Stack:	Row:	Section:	Shelf:	Position:
S	79	5	11	2

October 30, 1998

Mr. John D. Caruthers, Jr.
Suite 1510
400 Travis Street
Shreveport, Louisiana 71101-3182

Dear John:

I'm glad you were able to attend the signing ceremony for the Transportation Equity Act for the 21st Century, and I appreciate your comments concerning Interstate 69 and the Pan American Highway.

The United States has long supported the idea of a Pan American Highway System to extend from Alaska to Argentina. As you may know, the entire Interstate Highway System, which will include all of Interstate 69 upon its completion, is designated as our portion of the system.

South of the United States border, the Pan American Highway System exists primarily as a two-lane highway, with the exception of the Darien Gap section between Panama and Colombia. Construction of the Darien Gap was halted in the 1970s because of health concerns. A recent Department of Transportation study found that completing the highway is not cost-beneficial, and it raised several environmental concerns. If finishing the Darien Gap can be made cost-beneficial, and if our other concerns can be addressed, my Administration will consider resuming the project.

I will keep your thoughts in mind as we work on this issue.

Sincerely,

BILL CLINTON 

BC/CKS/RSM/RLM/DC/pfs-emu-ddj
(9.caruthers.j)

(Corres. #4092640)

981104



September 24, 1998

NY 11/2

Mr. John D. Caruthers, Jr.
Suite 1510
400 Travis Street
Shreveport, Louisiana 71101-3182

Dear John:

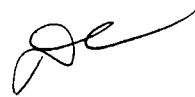
I'm glad you were able to attend the signing ceremony for the Transportation Equity Act for the 21st Century, and I appreciate your comments concerning Interstate 69 and the Pan American Highway.

The United States has long supported the idea of a Pan American Highway System to extend from Alaska to Argentina. As you may know, the entire Interstate Highway System, which will include all of Interstate 69 upon its completion, is designated as our portion of the system.

South of the United States border, the Pan American Highway System exists primarily as a two-lane highway, with the exception of the Darien Gap section between Panama and Colombia. Construction of the Darien Gap was halted in the 1970s because of health concerns. ~~Although it would be ideal if construction could restart, that is not presently feasible.~~ A recent Department of Transportation study found that completing the highway is not cost-beneficial, and it raised several environmental concerns. If finishing the Darien Gap can be made cost-beneficial, and if our other concerns can be addressed, my Administration will consider resuming the project.

I will keep your thoughts in mind as we work on this issue.
~~You have my best wishes.~~

Sincerely,



BC/CKS/RSM/RLM/pfs-emu
(9.caruthers.j)

(Corres. #4092640)

OK -
AT

OCT 30 1998

September 23, 1998

Row
9/24

159/23

JD ^
on this issue.
work to improve
* These two corrections
were not made ✓

that is not presently feasible

Mr. John D. Caruthers, Jr.
Suite 1510
400 Travis Street
Shreveport, Louisiana 71101-3182

Dear John:

I'm glad you were able to attend the signing ceremony for the Transportation Equity Act for the 21st Century, and I appreciate your comments concerning Interstate 69 and the Pan American Highway.

The United States has long supported the idea of a Pan American Highway System to extend from Alaska to Argentina. As you may know, the entire Interstate Highway System, which will include all of Interstate 69 upon its completion, is designated as our portion of the system.

South of the United States border, the Pan American Highway System exists primarily as a two lane highway, with the exception of ~~being~~ the Darien Gap section between Panama and Colombia. ✓

Construction of the Darien Gap was halted in the 1970s because of health concerns. ~~while it would be ideal if construction could restart, a number of factors make it unfeasible. Specifically,~~ Although

recent Department of Transportation study found that completing the highway is not cost-beneficial and it outlined a number of ~~environmental concerns. Should finishing the Darien Gap become~~ raised several

cost-beneficial, and our other concerns be addressed, my ~~Administration will consider resuming the project.~~ If

if ~~can be made~~

I will keep your thoughts in mind as we work ~~to improve our nation's infrastructure.~~ can
You have my best wishes.

Sincerely,

on this issue.

BC/CKS/RSM/pfs
(9.caruthers.j)

(Corres. #4092640)

SEP 24 1998

DRAFT OF BC LETTER

INITIALS: BC / cks / *CKS*
DRAFT DATE / LETTER DATE: Sep 15 1998 *9/15*

DOCUMENT TITLE: /slr/p/caruthers.j.cks

CORRESPONDENCE #: 4092640

CLEAR WITH:

WHCC:

CC:

CORRESPONDENCE ADDRESSED TO:

Mr. John D. Caruthers, Jr.
~~1510 Beck Building~~ *Suite 1510*
400 Travis Street
Shreveport, Louisiana 71101-3182

APPROVAL/ENCLOSURES/SPECIAL INSTR:

Cleared by Diane Montgomery OMB
Transportation

Dear Mr. Caruthers: *John*

I and I appreciate comments
Thanks for your letter concerning Interstate 69 and the Pan American
Highway. *I am* I am glad you were able to attend the signing ceremony for the
Transportation Equity Act for the 21st Century,

The United States has long supported the idea of a Pan American Highway System to extend from Alaska to Argentina. As you may know, the entire Interstate Highway System, which will include all of Interstate 69 upon its completion, is designated as our portion of the system.

South of the United States border, the Pan American Highway System exists primarily as a two lane highway, with the exception being the Darien Gap section between Panama and Colombia. Construction of the Darien Gap was halted in the 1970s because of health concerns. While it would be ideal if construction could restart, a number of factors make it unfeasible. Specifically, a recent Department of Transportation study found that completing the highway is not cost-beneficial, and it outlined a number of environmental concerns. Should finishing the Darien Gap become cost-beneficial and our other concerns be addressed, my Administration will consider resuming the project.

SEP 22 1998

I will keep your thoughts in mind as we work ^{on this issue} ~~to improve our nation's~~
~~infrastructure~~. You have my best wishes.

Sincerely,

BC

TRACKING SHEET

	DATE	INITIAL
RECEIVED BY PLM	<u>8/10/98</u>	<u>JMA</u>
DRAFT WRITTEN	<u>9/15</u>	<u>CKS</u>
EDITED IN PLM	_____	_____
TO SUPPORT	_____	_____
REVIEWED ON I-STAR	_____	_____
PRINTED ON AZURE	_____	_____
APPROVED BY REVIEW	_____	_____
APPROVED FOR SIG.	_____	_____

Mr. John D. Caruthers, Jr.
President
I-69 Mid-Continent Highway Coalition
400 Travis Street, Suite 1510
Shreveport, Louisiana 71101-3182

Dear Mr. Caruthers:

Thank you for your letter concerning I-69 and the Pan American Highway. I am glad you attended the signing ceremony for the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 represents a big step forward for the intermodal transportation network (including I-69) we need to sustain economic opportunity in the century ahead.

The United States has supported the Pan American Highway System, which extends from Alaska to Argentina, since its inception in the 1920s. In 1966, the Department of Transportation designated the entire Interstate Highway System as our portion of the route rather than selecting a single highway. This decision reflected the difficulty of choosing among the many important existing Interstate north-south corridors. Designating a single Pan American corridor now, especially one that has not been constructed south of Indianapolis, would not be consistent with the Department's practice of recognizing the importance of all Interstate corridors in the movement of trade. Once I-69 is complete, it will be considered part of the Pan American Highway System like all other Interstate highways.

South of Texas, the Pan American Highway System is primarily a two-lane highway, except for a segment of the Darien Gap Highway between Panama and Columbia. Completion of the Darien Gap was halted in the 1970s because of health concerns. Several studies have been initiated to determine whether to complete the highway. For example, a recent Department of Transportation study concluded that completing the highway is not cost-beneficial and outlined environmental concerns.

Much work remains to make I-69 from Indianapolis to the Mexican border a reality. Secretary Slater and his staff are continuing to cooperate with the Steering Committee of State transportation officials as they move I-69 from concept to reality. I am certain we can count on your continued support of these efforts.

Sincerely,

cc: Vice President Albert Gore
Secretary of Transportation Rodney Slater



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, DC 20503

F A C S I M I L E C O V E R S H E E T

TO: Chris Scally

TELEPHONE: _____ FAX: _____

FROM: TCJS/Transportation Branch

☐ Sharon Barkeloo
☐ Andrew Kleine
☒ Diane Montgomery
☐ Kim Nakahara
☐ Desiree Noble
☐ Tim Rosado
☐ Mark Schwartz
☐ William Stroud
☐ David Tornquist
☐ Jason Weller
☐ David Worzala

TELEPHONE: X5 3834 FAX: (202) 395-4797

NUMBER OF PAGES SENT: _____ (including this cover sheet)

TIME SENSITIVE: YES NO

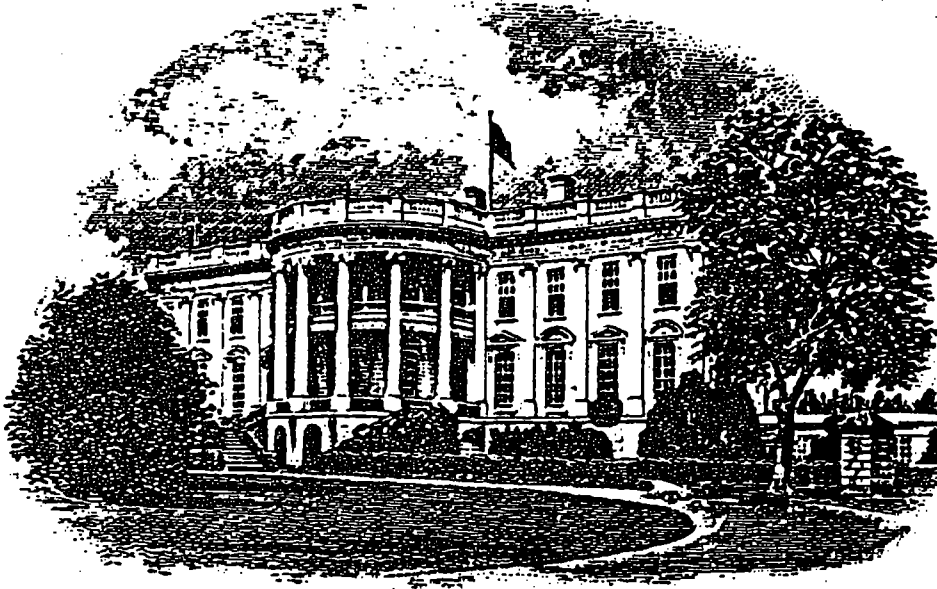
COMMENTS:

David Tornquist asked me to respond to your inquiry re: I-69 / Pan American Highway letter from Carruthers. Attached is suggested response. DOT has reviewed and Oked.

Diane

THE WHITE HOUSE

OFFICE OF PRESIDENTIAL LETTERS AND MESSAGES



FACSIMILE FROM: CHRIS SCULLY

PHONE: (202) 456-5512

FAX: (202) 456-5426

To: Diane Montgomery DATE: 9/14

NO. OF PAGES (INCLUDING COVER): 5 FAX: X 54797

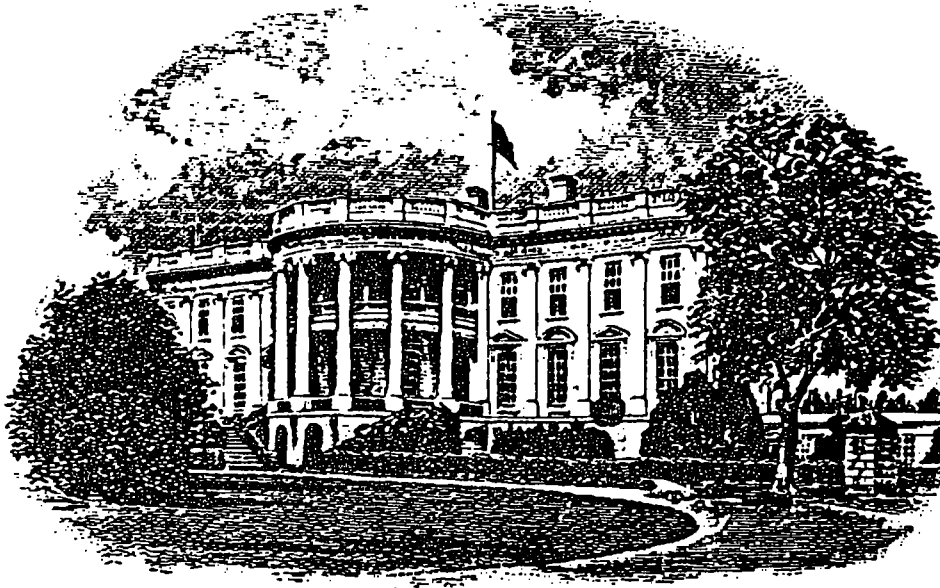
PHONE: X 53834

COMMENTS: Please review this draft and let me
know what you think. Thanks.

Chris

THE WHITE HOUSE

OFFICE OF PRESIDENTIAL LETTERS AND MESSAGES



FACSIMILE FROM: CHRIS SCULLY

PHONE: (202) 456-5512

FAX: (202) 456-5426

TO: David Tornquist DATE: 9/3

NO. OF PAGES (INCLUDING COVER): 3 FAX: 54797

PHONE: x53257

COMMENTS: Any suggestions for a response
would be very helpful.

Chris

*** TX REPORT ***

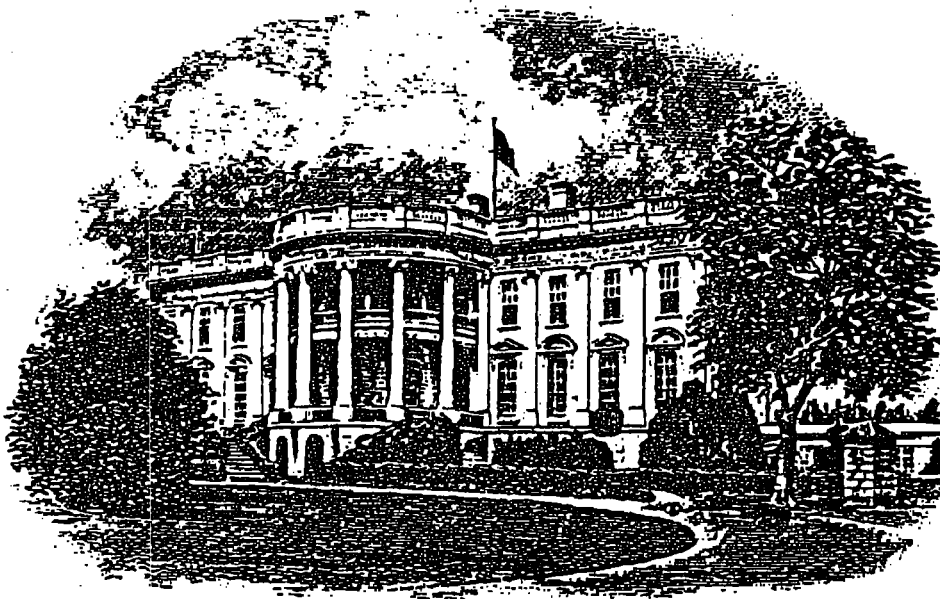
57 families. ✓
~~Alexine Clement~~
~~Jackson~~

TRANSMISSION OK

TX/RX NO 1403
CONNECTION TEL 54797
CONNECTION ID
ST. TIME 09/03 14:57
USAGE T 01'22
PGS. SENT 3
RESULT OK

THE WHITE HOUSE

OFFICE OF PRESIDENTIAL LETTERS AND MESSAGES



FACSIMILE FROM: CHRIS SCULLY

PHONE: (202) 456-5512

FAX: (202) 456-5426

To: David Tornquist

DATE: 9/3

NO. OF PAGES (INCLUDING COVER): 3

FAX: 54797

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF PRESIDENTIAL LETTERS AND MESSAGES

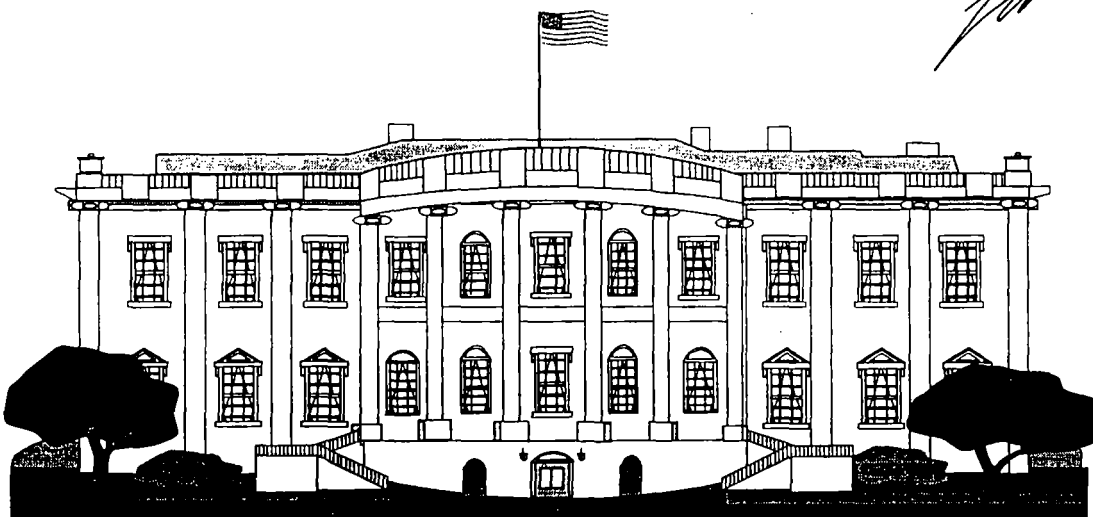
FACSIMILE COVER PAGE

From: R. Scott Michaud
Senior Editor
202-456-5494
(fax) 456-2993

To: David Tornquist x53257
OMB Transportation
FAX: 54797

Date: 8/19/98 **Total Pages:** (3)

Comments: *Per our conversation. Thanks for the help!*



*** TX REPORT ***

TRANSMISSION OK

TX/RX NO	1364	
CONNECTION TEL		54797
CONNECTION ID		
ST. TIME	08/19 10:41	
USAGE T	01'16	
PGS. SENT	3	
RESULT	OK	

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF PRESIDENTIAL LETTERS AND MESSAGES

FACSIMILE COVER PAGE

From: R. Scott Michaud
Senior Editor
202-456-5494
(fax) 456-2993

To: David Tornqvist x53257
OMB Transportation
FAX: 54797

Date: 8/19/98 **Total Pages:** (3)

Comments: Per our conversation. Thanks for the help!

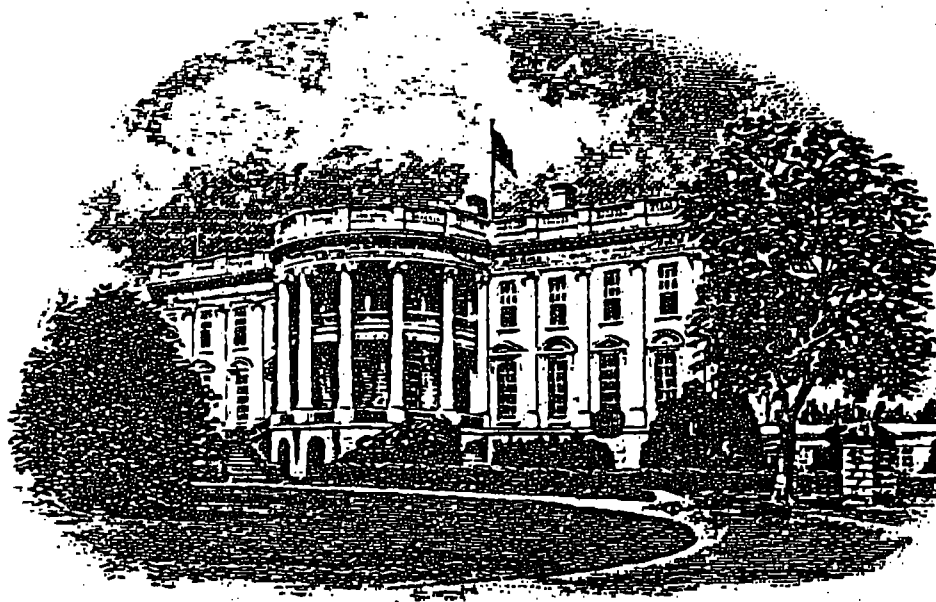

*** TX REPORT ***

TRANSMISSION OK

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CONNECTION ID		
ST. TIME	09/14 12:00	
USAGE T	01'57	
PGS. SENT	5	
RESULT	OK	

THE WHITE HOUSE

OFFICE OF PRESIDENTIAL LETTERS AND MESSAGES



FACSIMILE FROM: CHRIS SCULLY

PHONE: (202) 456-5512

FAX: (202) 456-5426

To: Diane Montgomery DATE: 9/14

NO. OF PAGES (INCLUDING COVER): 5 FAX: X 54797



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, DC 20503

F A C S I M I L E C O V E R S H E E T

TO: Chris Scully

TELEPHONE: _____ FAX: _____

FROM: TCJS/Transportation Branch

☐ Sharon Barkeloo
☐ Andrew Kleine
☒ Diane Montgomery
☐ Kim Nakahara
☐ Desiree Noble
☐ Tim Rosado
☐ Mark Schwartz
☐ William Stroud
☐ David Tornquist
☐ Jason Weller
☐ David Worzala

TELEPHONE: 395-3834 FAX: (202) 395-4797NUMBER OF PAGES SENT: 3 (including this cover sheet)

TIME SENSITIVE: YES NO

COMMENTS:

Edits to Caruthers letter re: I-69 and Pan American Hwy. I urge last edit because of costly nature of completing projects and environmental and other concerns.

DRAFT OF BC LETTER

INITIALS: BC / cks /

DOCUMENT TITLE: /slr/p/caruthers.j.cks

DRAFT DATE / LETTER DATE: Sep 14 1998 /

CORRESPONDENCE #: 4092640

CLEAR WITH:

WHCC:

CC:

CORRESPONDENCE ADDRESSED TO:

APPROVAL/ENCLOSURES/SPECIAL INSTR:

Mr. John D. Caruthers, Jr.
1510 Beck Building
400 Travis Street
Shreveport, Louisiana 71101-3182

Dear Mr. Caruthers:

Thanks for your letter concerning Interstate 69 and the Pan American Highway. I am glad you were able to attend the signing ceremony for the Transportation Equity Act for the 21st Century.

The United States has long supported the idea of a Pan American Highway System to extend from Alaska to Argentina. As you may know, the entire Interstate Highway System, which will include ^{the remaining unfinished portion of} Interstate 69 upon its completion, is designated as our portion of the system.

South of the United States border, the Pan American Highway System exists primarily as a two lane highway, with the exception being the Darien Gap section between Panama and Colombia. Construction of the Darien Gap was halted in the 1970s because of health concerns. While it would be ideal if construction could restart, a number of factors make it ^{unwise} ~~unfeasible~~. Specifically, a recent Department of Transportation study found that completing the highway is not cost-beneficial and it outlined a number of environmental concerns. Should finishing the Darien Gap become cost-beneficial and our other concerns be addressed, my Administration will

~~support resuming the project~~

~~consider completing the project~~

consider resuming the project.

Thanks again for writing. I will keep your thoughts in mind as we work to improve our nation's infrastructure. You have my best wishes.

Sincerely,

BC

JOHN D. CARUTHERS, JR.

400 TRAVIS STREET

SUITE 1510

SHREVEPORT, LOUISIANA 71101-3182

TEL: (318) 222-0285

FAX: (318) 221-6089

August 2, 1998

The Honorable William Clinton
The White House
Washington, D. C. 20500

Dear President Clinton:

As I sat at your signing of the Transportation Equity Act of the 21st Century, which included the Interstate 69 project from Canada to Mexico, I was reminded of President Franklin Roosevelt's dream of a Pan American Highway to symbolize and encourage his Good Neighbor Policy, long a position of the Democratic Party.

I urge you to consider incorporating a Pan American Highway that extends from interstate highway I-69 at the Mexican border through Central America and into South America. By extending this system to Argentina and Brazil, we will make our manufactured goods more competitive with those of Asia and Europe and will stimulate tourism, trade and communication.

In presenting such a project to the Organization of American States, the United States, Canada, and Mexico can urge the World Bank to finance the segments in Central and South America as the loans to the respective countries there are needed.

A steering committee of nations chaired by our Department of Transportation can insure that interstate highway specifications are maintained and construction expedited.

The Honorable William Clinton
August 2, 1998
Page 2

Thank you for the dedication of your administration in promulgating TEA 21 and I-69, with special thanks for the enthusiastic leadership of the Honorable Rodney Slater, Secretary of Transportation.

Respectfully submitted,

A handwritten signature in black ink, reading "John D. Caruthers, Jr.", with a horizontal line extending from the end of the signature.

John D. Caruthers, Jr.
President
I-69 Mid-Continent Hwy. Coalition

JDCjr

cc: Vice President Al Gore
Secretary of Transportation Rodney Slater