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WITHDRAWAL SHEET

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FOIA F02-0002/01 RUDALEVIGE

1

Doc No	Doc Type	Document Description	No of Pages	Doc Date	Restrictions	
1	FORM	REQUEST FOR APPOINTMENTS (FORM SSF 2037)	1	11/22/1982	B6	
2	SCHEDULE	RE PRESIDENT'S TRIP TO RANCHO DEL CIELO - COVER PAGE (PARTIAL)	1	11/22/1982	B6	B7(C)
3	DIAGRAM	RE MARINE ONE (PARTIAL)	1	11/23/1982	B2	B7(E)
4	DIAGRAM	RE AIR FORCE ONE	1	ND	B2	B7(E)
5	DIAGRAM	RE MARINE ONE (PARTIAL)	1	ND	B2	B7(E)
6	MANIFEST	RE NIGHTHAWK TWO	1	ND	B2	B7(E)

Ng Page 1 of 1 TR

ID # 109493

WHITE HOUSE
OFFICE OF RECORDS MANAGEMENT
WORKSHEET

☐ X - MEDIA

☐ H - INTERNAL

Name of Document: BRIEFING PAPERS FOR PRESIDENT'S SCHEDULED APPOINTMENTS FOR NOV 23 82

Subject Codes:

Subject	Subject Codes
	PR007.01
1) **Subject:** List of invitees/attendees at National Security Council meeting.	FG006.12
2) Meeting with the National Turkey Federation to receive a Thanksgiving turkey	GI002.
	HO110.
	BE003.06
3) Meeting with the Cabinet to discuss:	FG010.01
A) transportation user fee	TN001.
B) MX missile basing decision	ND018.
	EI010.
4) Meeting with the Cabinet Council on	FG010.02
Economic Affairs to discuss:	LA002.
A) unemployment	FG031.
B) employment of defeated	LA002.03
Members of Congress	
5) Schedule of Presidential trip	TR061.
to RANCHO DEL CIELO, California	ST005.

ROUTE TO: **ACTION** **DISPOSITION**

Office/Agency (Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
RMMATT	RSZ	/ /			/ /

Referral Note:

A

THE WHITE HOUSE

WASHINGTON

BRIEFING PAPER FOR THE PRESIDENT (REVISED)

MEETING WITH THE CABINET
DATE: NOVEMBER 23, 1982
TIME: 11:15 A.M. (60 MINUTES)
LOCATION: CABINET ROOM

FROM: CRAIG L. FULLER CLF

I. PURPOSE

This meeting of your full cabinet has been convened to provide Drew Lewis and Dave Stockman to make some final points concerning the "Transportation User Fee" proposal previously discussed. Additionally, the NSC will provide a briefing to the Cabinet on the MX basing decision.

II. BACKGROUND

Since the last discussion of the Transportation User Fee, the Department of Transportation and OMB have discussed an alternative to the mass transit funding. A block grant approach has been developed and will be described by Drew Lewis. Dave Stockman plans to make a brief presentation at the meeting.

III. PARTICIPANTS

A final list will be attached to the agenda.

IV. PRESS PLAN

White House photographer only.

V. SEQUENCE

Call upon Secretary Lewis for a description of his revised Decision Memorandum on the Transportation User Fee. Following the User Fee discussion an NSC briefing on the MX will occur.

THE SCHEDULE OF
PRESIDENT RONALD REAGAN

Tuesday, November 23, 1982

9:00 am (30 min)	Staff Time (Baker, Meese, Deaver)	Oval Office
9:30 am (15 min)	National Security Briefing (Clark) ~~Don Nelson, Paul Eckhart~~ ~~Lt. Tom Holycross, Bb. James McCarthy~~ ~~Bob Kimmitt~~, Edgar J. Herschler Tom Reed, Rich Williamson	Oval Office
9:45 am (15 min)	Senior Staff Time	Oval Office
10:00 am (60 min)	National Security Council Meeting (Clark) (distributed in A.M.)	Cabinet Room
11:05 am (10 min)	Presentation of Thanksgiving Turkey (Dole) (Tab A)	Rose Garden
11:15 am (60 min)	Meeting with Cabinet Council on Economic Affairs (Fuller) (Tab B)	Cabinet Room
12:15 pm (15 min)	Personal Staff Time -announcement	Oval Office
12:30 pm	Depart for Trip to California (Henkel) (Tab C)	South Grounds

UNP 11/22/82
5:00 pm

For Dona Fischer

CABINET MEETING PARTICIPANTS

Tuesday, November 23, 1982 - 11:15 AM

The Cabinet -- All Members *

*Frank Naylor, Acting Secretary of Agriculture, for Secretary Block

VP did not attend
Amb. Kirkpatrick did not attend
Amb. Brock did not attend

James A. Baker III
William Clark
~~Richard G. Darman~~
Kenneth Duberstein
Craig L. Fuller
~~David Gergen~~
Edwin Harper
Larry Speakes
Richard Williamson
Martin Feldstein
Lee Atwater (for Ed Rollins)
Red Cavaney (for Elizabeth Dole)
Kenneth Cribb
Fred Bush (for Daniel Murphy)
Karen Hart

James Jenkins
Jim Cicconi
Roger Porter
Thad Garrett
Annalise Anderson

Pres.
Shultz
Regan
Weinberger
Smith
Watt
(Naylor)
Baldrige
Donovan
Schweiker
Pierce
Lewis
Hodel
Bell
Meese
Stockman
Casey

For Presentations:

Item #1 - Darrell Trent
John Fowler → only for Item #1

Item #2 - Tom Reed, NSC
Richard Bovrey (sp?), NSC

The following people left the meeting after Item #1:

The Pres.
A.G. Smith
Jim Baker
Ed Meese — returned for last 15 mins. of meeting
Ken Duberstein
Larry Speakes
Sec. Lewis

THE WHITE HOUSE

WASHINGTON

November 12, 1982

MEETING WITH NATIONAL TURKEY FEDERATION

DATE	November 23, 1982
LOCATION	Rose Garden
TIME	10:45 AM - 10:55 AM
FROM:	Elizabeth H. Dole

I. PURPOSE

To receive a Thanksgiving turkey from the President and Executive Vice President of the National Turkey Federation.

II. BACKGROUND

The National Turkey Federation is the only national trade association representing the turkey industry in the United States. Members of NTF produce and market 96% of the nation's turkey crop.

This is the 35th presentation of a Thanksgiving turkey to the Nation's First Family by the NTF. The presentation will be made by NTF President William H. Prestage and his family.

The NTF has been a very strong supporter of your policies and your Administration.

III. PARTICIPANTS

William H. Prestage; Lew Walts (NTF Exec. V.P.); Mrs. William Prestage; John and Scott Prestage (sons); Mrs. Lew Walts.

IV. PRESS PLAN

Open press.

V. SEQUENCE OF EVENTS

10:45 AM - You exit the Oval Office and proceed to the table set up in the Rose Garden. The live turkey will be placed on the table. You greet each of your guests and stand between Mr. Prestage (to your left) and Mr. Walts. The other guests will flank on both sides.

Mr. Prestage will make an informal presentation and you converse while the press corps takes photographs.

10:55 AM - You thank Mr. Prestage and the other guests and return to the Oval Office.

Attachment: Talking Points/Background

NSC Meetings

REQUEST FOR APPOINTMENTS

To: Officer-in-charge
Appointments Center
Room 060, OEOB

Please admit the following appointments on November 23, 19 82

for The President (NAME OF PERSON TO BE VISITED) of White House (AGENCY):

State:
Secretary George P. Shultz
Ambassador Thomas O. Enders

Treasury:
Secretary Donald T. Regan
Ms. Marc E Leland

OSD:
Secretary Caspar W. Weinberger
Dep Sec Frank C. Carlucci

Commerce:
Mr. Lionel Olmer

Energy:
Secretary Donald P. Hodel

OMB:
Dr. Alton Keel

CIA:
Mr. William J. Casey

USUN:
Ambassador Jeane J. Kirkpatrick

USTR:
Mr. James Frierson

JCS:
General John W. Vessey, Jr.

White House:
Mr. Edwin Meese III
~~Mr. James A. Baker III~~
~~Mr. Michael K. Deaver~~
Judge William P. CLark
~~Mr. Richard G. Darman~~
Mr. Robert C. McFarlane
Admrial John M. Poindexter
Mr. Charles Tyson
Mr. David Gergen

NSC:
Mr. Alfonso Sapia-Bosch
~~Mr. Roger Fontaine~~
Col Michael O. Wheeler

MEETING LOCATION

Building West Wing White House
Requested by Carol Cleveland
Room No. Cabinet Room
Room No. 372 Telephone 3044
Time of Meeting 10:00 a.m.
Date of request Nov 22, 1982

Additions and/or changes made by telephone should be limited to three (3) names or less.

APPOINTMENTS CENTER: SIG/OEOB — 395-6046 or WHITE HOUSE — 456-6742

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746	1

DOC NO	*Document Type* *Document Description*	*No of pages*	*Doc Date*	*Restrictions*
1	FORM REQUEST FOR APPOINTMENTS (FORM SSF 2037)	1	11/22/1982	B6

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]
B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
B-3 Release would violate a Federal statute [(b)(3) of the FOIA]
B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

E.O. 13233

C. Closed in accordance with restrictions contained in donor's deed of gift.

THE SCHEDULE OF
PRESIDENT RONALD REAGAN

Def

Tuesday, November 23, 1982

9:00 am (30 min)	Staff Time 9:10 — (Baker, Meese, ~~Deaver~~) 9:28 – 9:34 STOCKMAN, JB, EM	Oval Office
9:30 am (15 min)	National Security Briefing 9:35 — (Clark) M. ALLIN, JB, EM, GERGEN, SPEAKES, McFARLAND	Oval Office
~~9:45 am~~ (~~15 min~~)	9:52 – 10:03 GOV EDGAR HERSCHLER + R. WILLIAMSON, EM, JB, GERGEN, CLARK, T. REED, McFARLAND PHOTO OPP S~~enior Staff Time~~	Oval Office
10:00 am (60 min)	National Security Council Meeting 10:05 – 11:00 (Clark) (distributed in A.M.)	Cabinet Room
11:05 am (10 min)	Presentation of Thanksgiving Turkey 11:06 – 11:10 (Dole) (Tab A)	Rose Garden
11:15 am (60 min)	Meeting with Cabinet Council on Economic Affairs 11:15 – 11:37 (Fuller) (Tab B) 11:37 – 11:45 SHULTZ 11:50 – 11:55 FIELDING, WM. SMITH (A.G.), EM, JB	Cabinet Room
12:15 pm (15 min)	Personal Staff Time 12:17 – 12:20 PRESS ROOM — STATEMENT	Oval Office
12:30 pm	Depart for Trip to California (Henkel) (Tab C)	South Grounds

UNP 11/22/82
5:00 pm

THE SCHEDULE OF
PRESIDENT RONALD REAGAN

Tuesday, November 23, 1982

9:00 am (30 min)	Staff Time (Baker, Meese, Deaver)	Oval Office
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12:15 pm (15 min)	Personal Staff Time	Oval Office
12:30 pm	Depart for Trip to California (Henkel) (Tab C)	South Grounds

UNP 11/22/82
5:00 pm

B

THE WHITE HOUSE

WASHINGTON

November 23, 1982

MR. PRESIDENT

Attached is the revised decision memorandum concerning the Transportation User Fee proposed by Secretary Drew Lewis. This matter will be discussed at today's Cabinet meeting (now that the agenda has been revised).

The Transportation User Fee proposal was reviewed by: Ken Duberstein, who ok'd it; Fred Fielding reviewed it and had no legal objection; David Stockman will make his comments at the Cabinet meeting; and, Rich Williamson provided the attached memo discussing federalism considerations.

With regard to Rich Williamson's comments, I have reviewed them with Drew Lewis who advises that the points Rich and Senator Durenberger made have been considered and can be accommodated as the details of the User Fee package are developed over the next few days.

Craig

Craig L. Fuller

THE WHITE HOUSE

WASHINGTON

November 12, 1982

MEETING WITH NATIONAL TURKEY FEDERATION

DATE	November 23, 1982
LOCATION	Rose Garden
TIME	10:45 AM - 10:55 AM
FROM:	Elizabeth H. Dole

I. PURPOSE

To receive a Thanksgiving turkey from the President and Executive Vice President of the National Turkey Federation.

II. BACKGROUND

The National Turkey Federation is the only national trade association representing the turkey industry in the United States. Members of NTF produce and market 96% of the nation's turkey crop.

This is the 35th presentation of a Thanksgiving turkey to the Nation's First Family by the NTF. The presentation will be made by NTF President William H. Prestage and his family.

The NTF has been a very strong supporter of your policies and your Administration.

III. PARTICIPANTS

William H. Prestage; Lew Walts (NTF Exec. V.P.); Mrs. William Prestage; John and Scott Prestage (sons); Mrs. Lew Walts.

IV. PRESS PLAN

Open press.

V. SEQUENCE OF EVENTS

10:45 AM - You exit the Oval Office and proceed to the table set up in the Rose Garden. The live turkey will be placed on the table. You greet each of your guests and stand between Mr. Prestage (to your left) and Mr. Walts. The other guests will flank on both sides.

Mr. Prestage will make an informal presentation and you converse while the press corps takes photographs.

10:55 AM - You thank Mr. Prestage and the other guests and return to the Oval Office.

Attachment: Talking Points/Background

BACKGROUND/SUGGESTED TALKING POINTS
FOR MEETING WITH
NATIONAL TURKEY FEDERATION REPRESENTATIVES

Note: Since no remarks are required, what is provided as background is for your personal information only.

-- You addressed the National Turkey Federation convention in San Diego in 1979 (Town & Country Hotel). At that event, you sat next to Mr. Lew Walts, the NTF's Executive Vice President. Mr. Walts (and his wife Frankie) will attend today's presentation.

-- The NTF was previously headquartered in Mt. Morris, Illinois, near your hometown of Dixon (they are currently located in Reston, Virginia).

-- The live turkey will weigh approximately 50 lbs. and was raised on the Prestage farm in North Carolina.

-- In addition to the live turkey, there will be two thirty-pound dressed turkeys on either side of the table. They will be wrapped in foil and inscribed "Happy Holidays, Mr. President."

-- During his presentation remarks, Mr. Prestage will say a few words about the turkey industry and will probably note that the NTF supports your Program for Economic Recovery.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

November 22, 1982

MEMORANDUM FOR THE PRESIDENT

FROM: Drew Lewis Drew

SUBJECT: Revised Transportation User Fee Program

The proposed 5 cent highway user fee would generate $5.5 billion per year in revenue for the Highway Trust Fund. Most of this amount would provide essential funding for the federal share of the investment needed to stop the deterioration of our highway and bridge system and to complete the interstate system.

Under the revisions to the plan you requested, Mr. President, a block grant program would also be established to make allocations to the 50 states with pro-rata distributions to larger cities. The block grants could be used for either mass transit capital expenditures or highway programs, depending on the needs of the recipient.

Highway Funding

The plan calls for 4 cents to be used to repair and improve our nation's highway infrastructure and to complete the Interstate System. The new money would not be used to repair or improve the secondary and urban roads, which are more appropriately the responsibility of the States.

New Block Grant Program

Under the plan, the one cent for mass transit would be used to establish a block grant program. $1.1 billion per year would be returned to the cities and states on the basis of formula allocations.

Revenues for the block grant program would be raised from each user group according to that group's percentage of miles traveled in urban areas. Since combination trucks account for only 2.6% of the miles travelled on urban roads they would be charged only for that portion.

Cities having populations greater than 200,000 would receive their own formula block grants. The formula would pass the remainder in a block grant to the states.

In those cases where recipients of block grants do not elect to spend money for mass transit capital needs, the funding could be used for highway and bridge programs.

It is significant to note that the manner in which we have charged the one cent urban block grant to urban highway users should be of significant benefit in eliminating at least one objection to funding of mass transit from the Highway Trust Fund, already expressed by operators of large trucks. It is also important to note that expenditures on mass transit, if they occurred, would be at the option of the state or local government. The proposal is consistent with your user charge philosophy. The users of urban roads would directly benefit from urban mass transit expenditures because traffic on the roads in most cases would be reduced by those who chose to travel on the mass transit system.

New Federalism

The New Federalism program will be developed in detail in 1983. Expenditures from the Highway Trust Fund for urban, secondary and related programs can then be returned to the states together with the funding to pay for them until the states can develop their own sources of revenue. The amount anticipated for this new federalism initiative would be $2.2 billion per year and was set forth in some detail in the attached Memorandum to the President responding to questions raised at the November 10th meeting of the Cabinet Council on Economic Affairs.

Approval

If this revised plan meets with your approval, the Department of Transportation is prepared to move forward expeditiously with legislation that would be considered in the lame duck session of Congress. If the program meets with the favorable reception that is anticipated, and we have a bill from Congress before the end of the session, it would be possible to contract for expenditures of $3 billion for highway construction and repair within 90 days from the time of signature. The collection of revenue from the user charge would begin by April, 1983 or could be delayed somewhat longer, if you deem that to be appropriate.

Approve _______ Disapprove _________

Attachment

THE WHITE HOUSE

WASHINGTON

November 22, 1982

MEMORANDUM FOR RICHARD G. DARMAN

FROM: RICHARD S. WILLIAMSON RSW/AFH

SUBJECT: REVISED TRANSPORTATION USER FEE PROGRAM

I have reviewed Drew Lewis' memorandum to the President and have two comments which I feel should be brought to the President's attention.

1. On page 2, Drew notes that "the New Federalism Program would be developed in detail in 1983." This may make sense in a perfect world, but I suspect that we will only have one bite at the apple in terms of Congressional consideration of the user fee proposal. That opportunity is likely to be present only during the lame duck session of Congress later this year.

   Accordingly, I would strongly recommend that we incorporate a Federalism component into the transportation proposal that is sent to the Congress. In this regard, Senator Durenberger's proposal has merit. He proposes the following:

   a. That the federal government make the following offer to the states. Any state increasing its own gasoline tax above current levels would receive a credit for that increase against the federal tax. The federal tax would be reduced by the amount of the state increase. For instance, assuming that the federal tax was raised to nine cents, if a state followed a nickel increase in the federal tax with a nickel increase in its own tax, then the new federal nickel would not be collected in that state.

   b. The only condition attached to the federal credit would be that revenues from the state tax increase be used for transportation programs. Transportation would be broadly defined.

c. For those states chosing to take advantage of the credit option, all other federal highway programs -- except interstate construction and maintenance -- would be discontinued. States not taking the credit would continue to receive funds through the existing highway grant programs. Funds for these grants would come from a pool of revenues collected in those states which did not choose the credit option.

d. In addition, from one to two cents of the existing four cents per gallon tax on gasoline would be put in a trust fund for mass transit.

Further details on the Durenberger proposal can be found in the attached letter from Senator Durenberger to Drew Lewis.

2. Drew's memo also states that "Cities having populations greater than 200,000 would receive their own formula block grants which would be deducted from the individual state's allocation." If a decision is made to proceed with a block grant, I would recommend that it be drafted as a grant directly to the states. We can be assured that if the Administration proceeds with a block grant to cities of 200,000 or more in population, Congress will substantially lower that population threshhold. For bargaining purposes, I think we would be well advised to start off with as "pure" a block grant as possible.

Please advise what disposition and action you are taking on the above matters.

United States Senate

COMMITTEE ON
GOVERNMENTAL AFFAIRS
SUBCOMMITTEE ON
INTERGOVERNMENTAL RELATIONS
(202) 224-4718
WASHINGTON, D.C. 20510

November 18, 1982

Honorable Drew Lewis
Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Drew:

I want you to know that I can be counted as one who supports your proposal to increase the Federal excise tax on motor fuels. The highways, bridges and urban roads of this nation are in poor condition and the deterioration continues to escalate at a rapid rate. The Federal government has joined as a partner with State and local government in road construction since 1917 and it is a partnership that needs to be strengthened today. The Federal gasoline tax which has been 4 cents per gallon since 1959 should be increased.

However, by this letter I also want to express some reservations about the details of your proposal and to suggest an alternative that warrants your consideration. It is my understanding that your plan would channel revenues from any gasoline tax increase into the Federal Highway Trust Fund and from there into the existing highway grant programs authorized by the Congress. In light of the current fiscal condition of many State and local governments and the desire to use new tax revenues to stimulate employment in the construction industry, we should consider channels other than the existing grants and trust fund.

Virtually all of the highway grant programs now authorized require that Federal funds be matched by funds from State and local governments. Facing low reserves or actual deficits, many State and local governments are not in a position to match a large new infusion of Federal funds. Thus the revenues from a Federal tax increase could not be committed to construction and maintenance immediately.

A second objection to the use of existing highway grant programs as a channel for the new tax revenues is that Congress would continue to determine the priorities among highway projects when these decisions would be better returned to State and local officials. By allocation of the new revenues among 30 different Federal grants and by manipulation of matching rates and distribution formulas, Congress would surely perpetuate its control over the nation's highways. The appropriate mix of spending across the range of transportation programs from interstates to primary and secondary highways to bridges and urban roads is a decision that should now be turned back to State and local governments.

In the matter of job creation, maintenance rather than new construction promises more rapid stimulation of additional employment. And in most States highway maintenance rather than new construction is the pressing problem. However, the existing Federal highway grant programs are principally oriented toward new construction.

Finally, and as you know, Federal grant dollars for any purpose, but especially highway dollars, come with many strings attached. At a time when the need for highway maintenance and new jobs is great, some of the conditions attached to existing grant programs are diverting precious dollars from high priorities to less important public purposes.

In his State of the Union Message last January, President Reagan recognized the many failings of the categorical aid system, failings similar to those mentioned above, and recommended a new Federal partnership for the nation. Part of his Federalism initiative included the return of several highway grant programs and a portion of the Federal gasoline tax to the States. In the spirit of that initiative but reflecting the need for additional revenues committed to highway construction, I would offer an alternative to the proposal you have made. The following points constitute a brief outline of this alternative.

1. The Federal government would increase the highway motor fuel excise tax by an amount ranging from 5 cents to 7 cents per gallon. This would bring the Federal tax to a total of 9 to 11 cents. The precise amount of the increase would be determined through consultations with State and local officials.

2. Rather than channel these new revenues through the trust fund and existing grant programs, the Federal government would make the following offer to the States. Any State increasing its own gasoline tax above current levels would receive a credit for that increase against the Federal tax. The Federal tax would be reduced by the amount of the State increase. For instance and assuming that the Federal tax was raised to 9 cents,

if a State followed a nickel increase in the Federal tax with a nickel increase in its own tax, then the new Federal nickel would not be collected in that State.

3. The amount of the credit for State increases would be limited to no more than the amount of the increase adopted at the Federal level -- 5, 6 or 7 cents. At a minimum the Federal government would continue to collect 4 cents per gallon in every State and more in those States which chose to forego increases of their own.

4. The only condition attached to the Federal credit would be that revenues from the State tax increases be used for transportation programs. Transportation would be broadly defined.

5. Revenues flowing to the Federal government from the existing 4 cent tax, taxes on trucks and truck parts and taxes on other highway users would be devoted to a limited set of purposes -- completion and maintenance of the interstate highway system, mass transportation and highway safety.

6. From 1 to 2 cents of the existing 4 cents per gallon tax on gasoline would be put in a trust fund for mass transit.

7. Matching requirements for interstate construction and the interstate 4R program would be dropped. The Federal government would provide 100% of the financing for interstate completion and maintenance.

8. All other highway grant programs would be discontinued for those States choosing to take advantage of the credit option. States not taking the credit could continue to receive funds through the existing highway grant programs. Funds for these grants would come from a pool of revenues collected in those States which did not choose the credit option.

9. The credit would have one retroactive feature. 26 States increased their gasoline taxes in 1982. For those States an immediate credit of 1 cent would be allowed against the Federal increase. These States could receive the full Federal credit by increasing their own taxes by an amount 1 cent less than the Federal increase.

I believe that this alternative has the potential to satisfy both the President's desire for a new partnership with the States and the need for a rapid infusion on new funds for highway construction and maintenance.

Mr. Secretary, you have done the country a great service by calling attention to the critical maintenance problems affecting the public infrastructure. As a member of the Senate Finance Committee, I look forward to supporting your efforts to increase the highway user fee. I hope that the alternative program which I have described receives your attention and that we can work together in the coming weeks to assure adequate financing for the nation's highways.

Sincerely,

Dave Durenberger
United States Senate

DD:jp

THE WHITE HOUSE

WASHINGTON

November 22, 1982

CABINET COUNCIL ON ECONOMIC AFFAIRS
DATE: November 23, 1982
LOCATION: Cabinet Room
TIME: 11:15 a.m.

FROM: CRAIG L. FULLER CF

I. PURPOSE

To discuss options that deal with solving the long-term unemployment problem, youth unemployment, increasing work opportunities for the mainstream unemployed and removing incentives to remain unemployed. The Cabinet Council and several working groups have been seeking appropriate options for this Administration to specifically consider. Four options are to be discussed at this meeting: 1) Establish a wage subsidy for unemployment insurance exhaustees; 2) Permit states to use unemployment insurance trust funds to provide retraining and relocation assistance; 3) Increase funding for displaced workers under the Job Training Partnership Act; 4) Extend federal supplemental compensation for six months with tighter eligibility requirements. A Presidential decision is requested. (Paper attached)

To mention those defeated Members of Congress who should be considered for positions in the Administration. Talking points are attached which list the key Members for consideration.

II. PARTICIPANTS

Cabinet Council on Economic Affairs members will be attached to the agenda.

III. PRESS PLAN

None

IV. SEQUENCE OF EVENTS

Secretary Baldrige will lead the discussion on unemployment. Talking points for the discussion on Members to be placed in the Administration are available for you.

THE WHITE HOUSE

WASHINGTON

THE CABINET COUNCIL ON ECONOMIC AFFAIRS

November 23, 1982

11:15 a.m.

Cabinet Room

AGENDA

1. Structural Unemployment (CM#303)

THE WHITE HOUSE

WASHINGTON

November 22, 1982

MEMORANDUM FOR THE CABINET COUNCIL ON ECONOMIC AFFAIRS

FROM: ROGER B. PORTER RBP

SUBJECT: Structural Unemployment

This memorandum outlines a series of options that the Cabinet Council has discussed over the last three weeks. As the Council requested at our November 16 meeting, members of the Working Group, representing the Departments of Labor, Treasury, and Commerce, the Council of Economic Advisers, the Office of Management and Budget, the Office of Policy Development, and the Office of the U.S. Trade Representative, have divided these potential proposals into four groups -- assisting the long-term unemployed, addressing youth unemployment, increasing work opportunities for the mainstream unemployed, and removing incentives to remain unemployed. These proposals share a common theme -- seeking to expand opportunities and incentives for individuals to secure employment.

I. Assistance for the Long-Term Unemployed

While many of the unemployed find jobs or withdraw from the labor force relatively quickly, a sizeable fraction of unemployment is due to persons who suffer long-term joblessness. During 1983 an estimated five million persons will experience unemployment for longer than six months. It is likely that somewhat over 2.5 million people will exhaust all unemployment compensation benefits during 1983. Even after the economy recovers, long-term unemployment will continue to be a problem for a significant minority of workers. In 1979, when the overall unemployment rate was 5.8 percent, almost three million people experienced six or more months of unemployment. Long-term unemployment imposes the greatest costs on workers in terms of illness, stress, and possible personal bankruptcy. Long-term unemployment is also the most visible part of the unemployment problem and arouses the most public concern.

The Council has concentrated on four options for assisting the long-term unemployed.

Option 1: Establish a Wage Subsidy for Unemployment Insurance (UI) Exhaustees

This proposal contemplates making available special employment assistance benefits to persons who have exhausted all the unemployment insurance payments available to them. Benefits could be taken in one of two forms:

1. Thirteen weeks after exhausting all regular UI benefits or extended benefits if available, workers could receive 26 weekly vouchers which they could give to employers. Each voucher could be redeemed by the employer to subsidize part of the worker's wages for each week of full-time employment. The total value of the vouchers would be one half the amount of the worker's regular UI benefit entitlement. For workers who qualified for the 26 weeks of regular UI, each weekly voucher would thus be worth one half the worker's UI benefit amount, a subsidy on average of about $60 a week.

   Employers would turn in the vouchers to the U.S. Treasury as a credit against their tax liability. Employers could not receive a credit for employees they previously laid off. Vouchers would expire one year after the worker exhausted UI benefits.

2. Workers moving more than 100 miles to take a new job would be eligible for the vouchers without the 13-week waiting period.

This proposal would be advanced to replace the Federal Supplemental Compensation (FSC) which expires March 31, 1983.

Required Legislation

Federal legislation would be required. No state legislation is believed necessary, but agreement by state governors would be needed to implement.

Costs and Coverage

Costs depend on how many of the estimated 3 million unemployed eligible workers would take advantage of the program. About two-thirds of them would probably not use the subsidy because either they left the labor force, took a job before the end of the 13-week waiting period, or were unable to find employment even with the subsidy.

Assuming the remaining one million took the wage subsidy for the full 26 weeks, the cost of the program covering one year's worth of workers would be approximately $2 billion. The program would subsidize an average of 500,000 jobs throughout the year. The employment effect of the program would depend on employer decisions and is difficult to predict. Some of the subsidized workers would have found work without the program; some would simply displace other workers. At best, a program on this scale might raise net employment by 300,000 jobs and reduce unemployment by the same amount. At worst, assuming it kept in the labor force some of the estimated 25 percent of exhaustees who would have dropped out, the program might raise measured unemployment, if most of the subsidized jobs were jobs that would have been filled in the absence of the program.

Advantages

- The program would be targeted at experienced workers with very serious employment problems. Only persons taking the constructive step of getting a job would receive help.
- The program would offer a productive alternative to continuing federal supplemental benefits.
- The program would encourage workers to move to areas with greater employment opportunities.
- The proposal could be implemented relatively quickly since it only requires federal legislation.

Disadvantages

- Although the subsidy will make these workers more attractive to employers, the program does nothing to help those still unable to find a job. Critics may attack it as a hollow promise pointing to a lack of jobs, even if subsidized, in high unemployment areas.
- This would constitute another uncontrolled entitlement program. Expenditures could appreciably exceed estimates should more workers than expected get subsidized jobs. It is potentially more costly than a simple extension of the FSC program, which is estimated to cost $1.4 - 1.7 billion for a six-month extension through September 30, 1983.
- Administering the tax credit will increase the already heavy existing IRS workload.
- It could result in "churning" as employers let subsidized workers go after 26 weeks and replace them with other subsidized workers.

- Congress might well shorten the 13-week waiting period, thus increasing costs as subsidies go to workers who would have taken jobs during that period anyway.

Option 2: Permit States to use Unemployment Insurance Trust Funds to Provide Retraining and Relocation Assistance

Under current law, states can use UI trust funds only to provide cash assistance to unemployed workers. The proposal, which has been recommended by the National Productivity Advisory Committee, would permit states to use UI trust funds to provide assistance to unemployed workers in the form of retraining and relocation assistance. The proposal includes two specific provisions:

- A limitation of 2 percent of annual state UI tax receipts would be placed on the amount of UI assistance that could be paid by the state in the form of training or relocation assistance.

- States running a deficit in their UI programs could borrow from the U.S. Treasury to finance training and relocation assistance at a rate of interest equal to the 3-month Treasury bill rate.

Required Legislation

Both federal and state legislation would be required to implement the proposal. Because most state legislatures meet irregularly and only for a portion of the year, it is unlikely that the proposal could be adopted on a widespread basis until calendar year 1984.

Cost and Coverage

It is unclear how many, if any, states would aggressively pursue this option. If all states adopted the proposal, the maximum outlays for FY 1984 under the 2 percent limitation would be $436 million. Assuming an average cost per individual served of $2,500, the program would serve 174,000 individuals.

Advantages

- Provides a means whereby states can encourage individuals who have been permanently separated from their jobs to retrain or relocate themselves.

- States could tailor their assistance to the specific needs of long-term structurally unemployed workers.

Disadvantages

- It is not clear that many states would adopt this option. Under current law, states can provide retraining and relocation assistance and finance such assistance in a very similar manner to that provided in the proposal. Nothing in current law prevents a state from levying a payroll tax or borrowing from the general public to finance such assistance.

- The large industrial states experiencing a severe displaced worker problem are also states with large UI trust fund debts. These states are unlikely to raise state taxes to finance the program. Rather, they are likely to borrow from the trust fund, thereby raising their indebtedness. Currently, pressure is building in Congress to forgive state debts. Further indebtedness would only increase this pressure. Since the UI trust fund is part of the federal budget, any state borrowing will increase the federal deficit.

Option 3: Increase Funding for Displaced Workers Under the Job Training Partnership Act (JTPA)

The recently enacted Job Training Partnership Act (JTPA) includes a federal-state matching program to provide assistance for displaced workers. Under the Act, several kinds of assistance can be offered:

- Private sector retraining or approved schooling;

- Relocation allowances for workers who wish to move; or

- Wage subsidies for firms hiring displaced workers.

Under current budget requests, the Department of Labor plans to spend $100 million in FY 1983 and $240 million in FY 1984. This option would increase funding for the displaced workers program by $200 million.

Required Legislation

No additional legislation is required. Only an increased budget appropriation is needed.

Cost and Coverage

The cost per person is estimated between $2,000 and $3,000. The additional funds would be targeted at on-the-job training in growth industries by providing wage subsidies for experienced workers. Between 70,000 and 100,000 individuals would be assisted by the creation of these subsidized training jobs, and the number of subsidized jobs could be between 30,000 and 50,000.

Advantages

- Since training provided under JTPA is offered through the private sector, it is job oriented and often leads to a permanent job.

- Increased expenditures on JTPA would be limited by a budget appropriation enabling the government to anticipate and control outlays.

- When an individual receives on-the-job training, he is no longer counted among the unemployed. Thus, any additional funds spent on JTPA will directly reduce the unemployment rate.

- Unlike proposals requiring state legislation, additional funding for JTPA can create newly subsidized jobs immediately.

Disadvantages

- This proposal adds to a discretionary program that has not in the past proven itself.

- The Department of Labor has discretion over only 25 percent of the displaced worker funds under the new Jobs Act. Seventy five percent of the funds are available to the states for use by the governors who provide matching funds. Therefore, of the $440 million proposed here, at most $110 million could be targeted by the Department of Labor.

- Since the Administration has requested scaling down appropriations for all JTPA programs, asking for additional displaced worker funding might be viewed as a policy reversal.

- States are required to match the federal resources dollar-for-dollar. While this incentive could lead to better programs leveraging more resources, it could also inhibit use in states with large budget deficits.

Option 4: Extend Federal Supplemental Compensation (FSC) for Six Months with Tighter Eligibility Requirements

This proposal would accept, if necessary, extending the UI Federal Supplemental Compensation (FSC) program beyond its present expiration date of March 31, 1983, but only with amendments to tighten up eligibility. The present program provides up to 10 additional weeks of benefits in states that paid extended benefits after June 1, 1982, up to 8 additional weeks in remaining states with insured unemployment rates of over 3.5 percent and up to 6 additional weeks in all other states. Benefits are payable to those who use up all their weeks of UI and, where available, extended benefits (EB).

This proposal would tighten up FSC by:

- o Requiring that claimants have worked 30 weeks out of the 52-week period used to determine their entitlement to UI, rather than 20 weeks now required.
- o Denying FSC to those who voluntarily quit their last job.
- o Increasing the level of the insured unemployment rate necessary to trigger on the eight and ten week programs.
- o Establishing an FSC "needs test" by imposing a tax of up to 100 percent on FSC benefits received by individuals with adjusted gross incomes above $25,000.

Required Legislation

Federal legislation would be required. No state legislation is required; governors would have to sign an agreement to implement FSC in their states. All did the last time.

Costs and Coverage

The program described above would cost considerably less than a straight extension of the present FSC program which automatically provides up to 10 weeks of FSC in the 38 states that were on EB at one time or another since June 1, 1982.

Advantages

- o This proposal provides cash benefits to the long-term unemployed with past demonstrated workforce attachment, who lost jobs through no fault of their own; the tax reduces the windfall to families with other income.

- It provides 5 weeks of FSC in moderately high unemployment states that fall below the level now required to "trigger" on EB (5 percent insured rate), thus reducing pressure to rollback the 1981 EB trigger rate changes.

- It targets the remaining 5 weeks of FSC on states with very high unemployment.

Disadvantages

- Extending FSC will likely raise the measured unemployment rate. Additional weeks of cash benefits encourage beneficiaries to relax their search for work, or to remain in the labor force when they otherwise would have dropped out.

- It provides additional weeks of benefits at unemployment rates below those now required for EB, undercutting the Administration's position on maintaining the current EB trigger rates for the long run.

- It does nothing to put people back to work.

Decision

Option 1: __________ Establish a Wage Subsidy for UI Exhaustees

Option 2: __________ Permit States to use Unemployment Insurance Trust Funds to Provide Retraining and Relocation Assistance

Option 3: __________ Increase Funding for Displaced Workers Under the Job Training Partnership Act (JTPA)

Option 4: __________ Extend Federal Supplemental Compensation (FSC) for Six months with Tighter Eligibility Requirements

II. Youth Unemployment

Youth unemployment is a serious labor market problem. Approximately thirty percent of the current unemployed are youths under 21. Increasing our ability to absorb the surge of new workers, mostly youths, that enter the labor market each year is essential. Experience suggests that youths who have difficulty in the first year or two in securing employment run a higher risk of becoming part of the long-term unemployed.

The Council has concentrated on two basic approaches -- a summertime youth differential minimum wage and tax incentives for on-the-job training of school leavers -- which are not mutually exclusive.

Option 5: Establish a Youth Differential Minimum Wage for Summer Employment

Under current law, a single Federal minimum wage of $3.35 exists for all workers independent of their age. The proposal would establish a youth differential minimum wage with the following provisions:

- o The lower minimum would be established at 75 percent of the current minimum, i.e., at $2.50 per hour.
- o Only youth under the age of 22 would be eligible for this lower minimum.
- o The lower minimum would be available only during the period May 1 through September 30 each year.

Background

You endorsed the concept of a youth differential several times during the 1980 campaign. On August 5, 1980, before the National Urban League, you said: "We have a special need to expand the job opportunities for young people, through enactment of a youth differential in the minimum wage...Permitting young people to work at less than the legal minimum wage would allow them to get what they need most -- a job and the work experience it provides."

The minimum wage has risen 15 times since it was first enacted in 1938. The last legislated increase in the general minimum wage took effect January 1, 1981 when the minimum rose to $3.35 an hour. This level has increased from $3.10 in 1980, $2.90 in 1979, and $2.65 in 1978. The increases from 1978 until now were specified in the 1977 amendments to the Fair Labor

Standards Act. Since these amendments did not specify any increase beyond 1981, the $3.35 rate will remain fixed unless new amendments are enacted.

A youth minimum wage is not a new concept. A youth differential was recommended by the Nixon Administration in 1973, and the President based his veto of the minimum wage bill passed by the Congress that year in part on the failure to include a youth wage provision (the House vote to override the veto failed by 23 votes). At the time of the 1977 minimum wage revisions, an amendment was rejected by only one vote in the House (211 to 210) that would have permitted employers to pay 85 percent of the minimum to youths 18 or under for the first six months of employment.

The mayors of the two largest cities in the nation, Mayor Koch of New York and Mayor Bradley of Los Angeles, have strongly supported a youth differential minimum wage. One reason is that it would benefit many inner city youths.

Required Legislation

Modifying the minimum wage would require amending the Fair Labor Standards Act.

Cost and Coverage

No additional Federal outlays would be required. It would reduce the cost of the summer youth programs by $75 million. It would create an estimated 300,000 to 600,000 new summer jobs.

Advantages

- The minimum wage is particularly harmful for many youths because they lack sufficient skills and experience to earn a wage at or above the current minimum. If enacted, a youth differential minimum wage would increase teenage employment.

- Opposition to a general youth subminimum stems from concern that employers would substitute youths for older workers. Such substitution is much less likely if the lower minimum is restricted to the summer months. Thus, congressional support is more likely for this proposal than for a general reduction in the minimum wage. The proposal is consistent with your previous commitments supporting a youth differential minimum wage.

Disadvantages

- A youth differential minimum wage might generate pressure for an increase in the general minimum wage.

- Organized labor vehemently opposes lowering the minimum wage. Major political opposition can be expected from those who wish to benefit from the support of organized labor.

Option 6: Create Tax Incentives for Temporary Private Sector On-The-Job Training for School Leavers

Youth who have recently dropped out of school or graduated from high school and are not attending post-secondary school would be eligible for the program.

Private sector employers would receive a tax credit for employing certified school leavers equal to 40 percent of wages, up to a total credit of $1,600 over a six month period. For administrative simplicity, schools would certify eligibility for the program. Tax credits would be claimed through the Federal tax system.

Background

For American youth the transition from formal schooling to full-time employment is characterized by high unemployment. In periods of full employment, the unemployment rate of high school graduates not enrolled in college is about 20 percent. For high school dropouts the comparable unemployment rate is over 30 percent. During a recession these unemployment rates rise sharply. Unlike youth enrolled in school, most school leavers are in the market for full-time jobs that provide employer training. The minimum wage and the lack of entry level positions for apprentices and craft training make it difficult for youth to find jobs that provide private sector skill training and an opportunity to develop good work habits. The Federal government provides substantial direct and indirect support to individuals who enroll in some form of higher education, but provides few financial incentives for individuals to acquire and firms to provide skill training on-the-job.

Required Legislation

The proposal would require Federal legislation -- perhaps as an amendment to the Targeted Jobs Tax Credit (TJTC), which provides tax credits for employing disadvantaged youth.

Cost and Coverage

The cost of the program is difficult to estimate since the level of employer participation is very uncertain. The working group estimates that the proposal would create 100,000 new jobs at a cost of $1 billion in 1984.

Advantages

- The tax credit would mitigate the negative effect of the minimum wage on employment and on employer provision of job training.
- The program attempts to improve the employability of school leavers before they experience serious labor market problems. The "preventive" approach to assisting unemployed youth may be more cost effective than the remedial approach characteristic of past training programs.
- There may be long run benefits to the program if access to jobs with training opportunities reduces job turnover.

Disadvantages

- Although the unemployment rates of school leavers are high, many youth who would have worked in the absence of the program will receive a subsidy.
- The program may induce employers to substitute youth eligible for the credit for other potential workers. As a result, adults and youth not eligible for the program may experience increased unemployment.
- This is a more expensive way of mitigating the negative effect of the minimum wage than establishing a youth differential minimum wage.

Decision

Option 5: ____________ Establish a Youth Differential Miminum Wage for Summer Employment

Option 6: ____________ Create Tax Incentives for Temporary Private Sector On-The-Job Training for School Leavers

III. Increasing Work Opportunities for the Mainstream Unemployed

The Council has also considered structural reforms of the unemployment insurance system that would increase work opportunities for the mainstream unemployed.

Background

At the present time, in many states workers who have been laid off but take part-time jobs lose many or all of their unemployment benefits. This tends to reduce individuals' incentives to help themselves by taking part-time work. In addition, it causes employers and employees not to take advantage of part-time worksharing arrangements in times of temporary economic distress.

Option 7: Mandate Uniform State Standards to Encourage Part-Time Work by Unemployment Insurance Beneficiaries

This proposal involves mandating a uniform set of UI benefits for partially employed workers. The plan has two parts:

- States would be required to establish a uniform benefit formula for unemployed individuals who are unable to find suitable full-time employment and who accept part-time work. The formula would allow workers to work (earn) up to certain threshold without losing employment benefits.

- States would be required to adopt legislation that permits the payment of partial UI benefits to workers who take shorter weekly hours as an alternative to being laid off. The formula would make the partial UI benefits proportional to the reduction in work hours. Such arrangements already exist in California, Arizona, and Oregon.

Required Legislation

Both Federal and state legislation is required.

Cost and Coverage

- An estimated 100,000 unemployed workers would take part-time employment if a partial-benefit structure similar to that now used by Pennsylvania (where an unemployed individual may take a job and earn up to 40 percent of his weekly UI payment without penalty) were adopted by all states. An estimated 40,000 layoffs would be saved by establishing uniform partial UI benefits for workers who would otherwise be laid off if a plan similar to that in California were adopted (where UI benefits are in strict proportion to the reduction in work days).

- The total cost of this program is estimated to be about $450 million.

Advantages

- It would encourage more stable employment in the form of worksharing in plants undergoing temporary reductions in output.

- It encourages continued attachment to the labor force in the form of part-time jobs for workers who might otherwise refuse such employment.

Disadvantages

- By setting a Federal standard for state UI benefit structures this proposal may pave the way for Federal minimum UI standards.

- This proposal expands the Federal role in unemployment insurance contrary to the general thrust of the Administration's federalism proposals.

Decision

Option 7: __________ Mandate Uniform State Standards to Encourage Part-Time Work by Unemployment Insurance Beneficiaires

IV. Removing Incentives to Remain Unemployed

The Council has also considered structural reforms of the unemployment insurance system that would remove incentives for recipients to remain unemployed.

Background

Under current law, unemployment compensation benefits are taxed only for married couples with joint incomes above $18,000 and for single individuals with incomes above $12,000. The not fully taxing of UI benefits makes replacement rates very high for some workers, especially married women and persons with many dependents. Many studies have shown that high benefits discourage the unemployed from returning to work and increase unemployment.

Option 8: Extend the Taxation of Unemployment Insurance Benefits

This proposal calls for lowering (possibly to zero) the income threshold above which unemployment compensation benefits are taxed. The funds raised could be earmarked to initiatives to combat unemployment.

Required Legislation

Federal legislation to reform the tax code would be required.

Costs and Coverage

The amount of the revenue raised would depend on how far the threshold was lowered. Taxing all UI benefits would raise $1.9 billion in 1983 and 1984. A reduction in the income threshold to $12,000 for married couples and $8,000 for single persons would raise $600 million per year in 1983 and 1984.

Advantages

- Unemployment insurance benefits are a form of income and should not be favored for tax purposes over other income.
- Funds raised by taxing UI could be used to finance programs to combat unemployment.
- Fully taxing UI benefits would eliminate the work disincentive for persons near the income threshold.

- o Fully taxing UI benefits would increase incentives for persons to accept jobs rather than continuing to remain unemployed.

Disadvantages

- o Extending taxation of UI benefits might be unwise at a time when the unemployment rate is high and rising.
- o Fully taxing unemployment benefits or reducing the income threshold would impose a tax increase only on low income individuals since middle and upper income individuals currently pay taxes on UI benefits.
- o States might respond to fully taxing benefits by increasing those benefits in order to compensate. This would require increased payroll taxes by employers, possibly discouraging new hiring and encouraging layoffs.
- o Both business and organized labor have strenuously opposed taxing unemployment benefits in the past and can be expected to do so in the future.

Decision

Option 8: __________ Extend the Taxation of Unemployment Insurance Benefits

TALKING POINTS

TALKING POINTS

-- I would like for all of you to be receptive to Members of Congress who are now searching for a position with the Administration.

-- Four members deserve special attention and immediate help:

  - Gene Atkinson -- switched parties to run as a Republican and strongly supported the President.
  - Tom Hagedorn, John Rousselot and Tom Evans all are Core Group members . Each of these men were state-wide Reagan supporters before the primaries and were state leaders of the Reagan efforts.

-- Although these four have top priority, we should try to help other members who have supported us as well.

-- All of these members have been strong supporters and deserve our support now.

C

THE WHITE HOUSE

WASHINGTON

SCHEDULE OF THE PRESIDENT

TUESDAY, NOVEMBER 23, 1982

EVENT: Departure en route Rancho del Cielo
WEATHER: Partly Cloudy; Possible Showers; High 50's
DRESS: Men's Business Suit

12:25 p.m. Proceed to South Lawn for Marine One boarding.

12:30 p.m. Marine One departs en route Andrews AFB.

12:45 p.m. Marine One arrives Andrews AFB. Proceed to board Air Force One.

12:50 p.m. EST Air Force One departs Andrews AFB.

Flight Time: 5 hrs., 20 mins.
Time Change: - 3 hrs.
Food Service: Lunch
Guests Aboard: Mrs. Ursula Meese

3:10 p.m. PST Air Force One arrives Pt. Mugu NAS, Oxnard, California. Deplane and proceed to board Marine One.

Met by:

Rear Adm. Joseph B. Wilkinson, Cmdr., Pacific Missile Test Center
Mrs. Jane Wilkinson

3:15 p.m. Marine One departs Pt. Mugu NAS.

Flight Time: 35 mins.

3:50 p.m. Marine One arrives Rancho del Cielo landing zone. Deplane and proceed to motorcade.

Motorcade proceeds to residence.

REMAIN OVERNIGHT

WITHDRAWAL SHEET

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Collection Name	*Withdrawer*
PRESIDENT, OFFICE OF THE: PRESIDENTIAL BRIEFING PAPERS	KDB 11/13/2006
File Folder	*FOIA*
11/23/1982 (CASE FILE 109493)	F02-0002/01 RUDALEVIGE
Box Number	
746	1

DOC NO	*Document Type* *Document Description*	*No of pages*	*Doc Date*	*Restrictions*
2	SCHEDULE RE PRESIDENT'S TRIP TO RANCHO DEL CIELO - COVER PAGE (PARTIAL)	1	11/22/1982	B6 B7(C)

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]
B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
B-3 Release would violate a Federal statute [(b)(3) of the FOIA]
B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

E.O. 13233

C. Closed in accordance with restrictions contained in donor's deed of gift.

THE WHITE HOUSE

WASHINGTON

TRIP OF THE PRESIDENT

TO

RANCHO DEL CIELO, CALIFORNIA

EVENT: Departure en route Rancho del Cielo

THE PRESIDENT'S PARTICIPATION

Travel

WEATHER

Partly Cloudy
High 50's
Possible showers

DRESS

Men's Business Suit

ADVANCE

Santa Barbara, California

b(6)	KREMER, CECE	STAFF/PRESS
b(7)(c)	[redacted]	USSS
	OHM, ROBERT	WHCA

SANTA BARBARA SIGNAL: 805/963-0922

11/22/82 1:00 p.m.

11:50 a.m. Press plane departs Andrews AFB.

GUEST AND STAFF INSTRUCTIONS	
10:30 a.m.	Baggage call in West Basement. Leave bags unlocked and hand carry all film.
11:45 a.m.	Vans for staff not manifested on Marine One and requiring transportation to Andrews AFB depart West Basement. Board Air Force One upon arrival.
12:15 p.m.	Those with own transportation should be at Andrews AFB, Base Operations Building.
12:20 p.m.	Those manifested on Marine One proceed to South Lawn and board motorcade.

12:25 p.m. THE PRESIDENT proceeds to South Lawn for Marine One boarding.

PHOTO COVERAGE

See AIRCRAFT SEATING DIAGRAMS section for Marine One manifest.

12:30 p.m. Marine One departs White House en route Andrews AFB.

Flight Time: 15 mins.

12:45 p.m. Marine One arrives Andrews AFB.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

THE PRESIDENT proceeds to board Air Force One.

See AIRCRAFT SEATING DIAGRAMS section for Air Force One manifest.

12:50 p.m. EST Air Force One departs Andrews AFB en route Pt. Mugu NAS, Oxnard, California.

Flight Time: 5 hrs., 20 mins.
Time Change: - 3 hrs.
Food Service: Lunch

2:10 p.m. PST Press Plane arrive Pt. Mugu NAS.

3:10 p.m. PST Air Force One arrives Pt. Mugu NAS, Oxnard, California.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

See Tab A for arrival diagram

Met by:

Rear Adm. Joseph B. Wilkinson, Cmdr.
Pacific Missile Test Center
Mrs. Wilkinson

THE PRESIDENT proceeds to board Marine One.

> GUEST AND STAFF INSTRUCTIONS
>
> Board assigned helicopters immediately.
>
> Those not manifested board staff and press vehicles.

See AIRCRAFT SEATING DIAGRAMS section for helicopter manifests.

3:15 p.m. Marine One departs Pt. Mugu NAS en route Rancho del Cielo.

Flight Time: 35 mins.

3:17 p.m. Nighthawk II departs Pt. Mugu NAS en route Ranch del Cielo.

3:47 p.m. Nighthawk II arrives Ranch del Ceilo.

3:50 p.m. Marine One arrives Rancho del Cielo landing zone.

CLOSED PRESS COVERAGE

THE PRESIDENT proceeds to residence.

REMAIN OVERNIGHT: Rancho del Cielo

Staff board Nighthawk II.

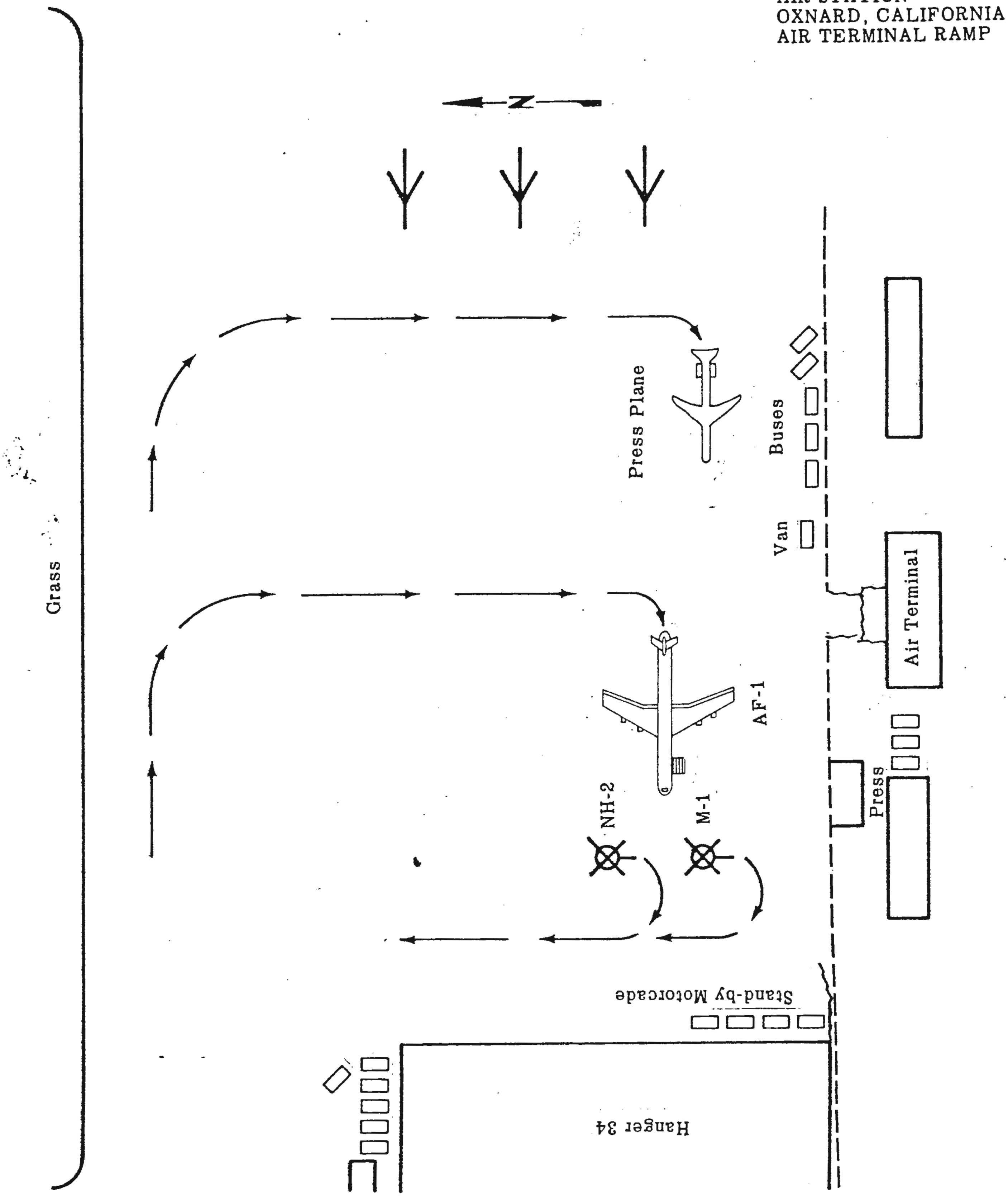
3:55 p.m. Nighthawk II departs landing zone en route Santa Barbara Municipal Airport.

4:30 p.m. Nighthawk II arrives Santa Barbara Municipal Airport.

4:35 p.m. Staff vehicles depart en route Santa Barbara Sheraton.

> GUEST AND STAFF INSTRUCTIONS
>
> Santa Barbara Sheraton
>
> Proceed to Staff Office, Room 102 for room keys. Baggage will be delivered to rooms.

POINT MUGU NAVAL
AIR STATION
OXNARD, CALIFORNIA
AIR TERMINAL RAMP



WITHDRAWAL SHEET

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Box Number	
746	1

DOC NO	*Document Type / Document Description*	*No of pages*	*Doc Date*	*Restrictions*
3	DIAGRAM RE MARINE ONE (PARTIAL)	1	11/23/1982	B2 B7(E)

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]
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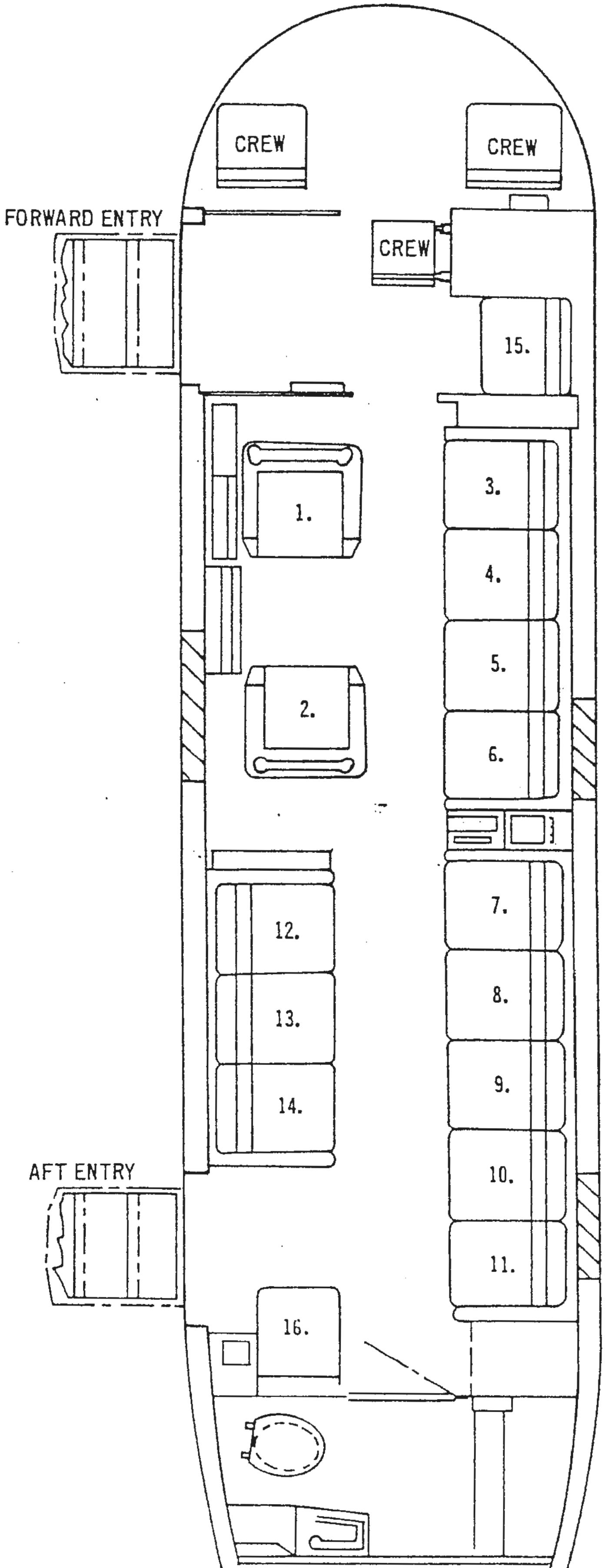
SEATING DIAGRAM OF VH-3D



b(2)
b(7)(e)

MARINE ONE

SOUTH LAWN TO ANDREWS AFB

Tuesday, November 23, 1982

SEAT ASSIGNMENTS

1.

2. THE PRESIDENT

3. Edward Meese III

4. Mrs. Ursula Meese

5. William P. Clark

6.

7. Military Aide

8.

9. Larry Speakes

10.

11. Dr. D. Ruge

12. William Sittmann

REDACTED

REDACTED

WITHDRAWAL SHEET
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746	1

DOC NO	*Document Type* *Document Description*	*No of pages*	*Doc Date*	*Restrictions*
4	DIAGRAM RE AIR FORCE ONE	1	ND	B2 B7(E)

Freedom of Information Act - [5 U.S.C. 552(b)]

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B-3 Release would violate a Federal statute [(b)(3) of the FOIA]
B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

E.O. 13233

C. Closed in accordance with restrictions contained in donor's deed of gift.

WITHDRAWAL SHEET

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Collection Name	*Withdrawer*
PRESIDENT, OFFICE OF THE: PRESIDENTIAL BRIEFING PAPERS	KDB 11/13/2006
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11/23/1982 (CASE FILE 109493)	F02-0002/01 RUDALEVIGE
Box Number	
746	1

DOC NO	*Document Type* *Document Description*	*No of pages*	*Doc Date*	*Restrictions*
5	DIAGRAM RE MARINE ONE (PARTIAL)	1	ND	B2 B7(E)

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]
B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
B-3 Release would violate a Federal statute [(b)(3) of the FOIA]
B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

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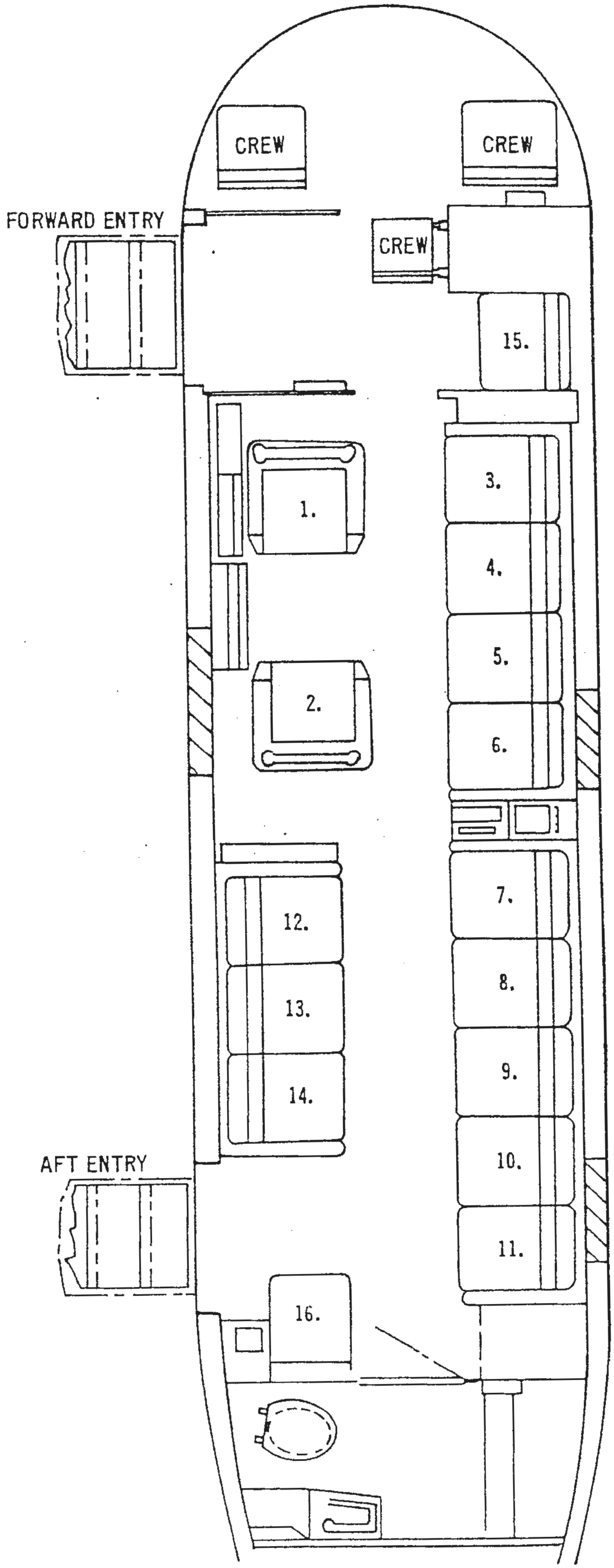
SEATING DIAGRAM OF VH-3D

MARINE ONE

PT. MUGU NAS TO RANCH

Tuesday, November 22, 1982



SEAT ASSIGNMENTS

1. ______________________

2. THE PRESIDENT

3. ______________________

4. ______________________

5. William Clark

6. ______________________

7. Military Aide

8. ______________________

9. Larry Speakes b(2) b(7)(e)

REDACTED

REDACTED

REDACTED

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RUDALEVIGE

Box Number
746

1

DOC NO	*Document Type* *Document Description*	*No of pages*	*Doc Date*	*Restrictions*
6	MANIFEST RE NIGHTHAWK TWO	1	ND	B2 B7(E)

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]
B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
B-3 Release would violate a Federal statute [(b)(3) of the FOIA]
B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
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STAFF MANIFEST
SANTA BARBARA SHERATON
TUESDAY, NOVEMBER 23 - MONDAY, NOVEMBER 29, 1982

	Room #	Drop #
BRASSEUX, Barney	138	216
BORDEN, Leroy	355	376
CAPPS, Diane	210	385
CLARK, Judge William	302	317
CRISPEN, Elaine	107	343
DEAVER, Michael (in on 11/28)		314
DWYER, Lt. Col. Paul	202	299
FRANKLIN, Anson	238	331
GRAY, Robin	240	
GREENAWALT, Carol	201 *	
GUBITOSI, Robert	141	213
KIGHTLINGER, Jack	202 *	338
KREMER, CeCe	211	210
LeBLANC, Dennis	311	379
MCGRAW, Kathy	306	305
MILLNER, Col. Frank	163	378
MITCHELL, Moses	178	
MOORE, Shirley	105	315
OHM, Bob	364	298
OSBORNE, Kathy (in on 11/28)		
ROBERTS, Karen	109	211
ROMERO, Connie	176	
RUGE, Dr. Daniel	Ranch	
SCHUMACHER, Karl	204 *	
SHARROCK, Cliff	361	377
SITTMANN, Bill	235	320
SPEAKES, Larry	384	332
TAUSSIG, Flo	111	
WEINBERG, Mark	286	333
WRIGHT, Gary	140	336

* denote rooms at Santa Barbara Inn

<u>OFFICES</u>

Staff/Press Advance Office	102	220
Clark/NSC Office	304	356
Deaver/Meese Office	104	354
Military Office	161	388
Press Office	Vista Mar Monte	228
WHCA Office	262	240

11/22/82 1:00 p.m.