

**President's Trip – “Delta Queen”, Camp David, Georgia and Florida 8/17/79-9/3/79
[Briefing Book] [1]**

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THE WHITE HOUSE

WASHINGTON

SUMMARY SCHEDULE

ST. PAUL, MINNESOTA

Friday, August 17, 1979

FROM: FRAN VOORDE

5:50 pm Depart South Lawn via helicopter en route Andrews AFB.

6:05 pm Arrive Andrews AFB. Board Air Force One en route Minneapolis-St. Paul, Minnesota. (Flying time: 2 hours, 20 minutes) (Time change: - 1 hour)

7:30 pm Air Force One arrives Minneapolis-St. Paul, Minnesota. 18-minute motorcade to Landmark Center.

7:53 pm Arrive Landmark Center. 3-minutes personal time.

7:59 pm Proceed to Landmark Center Lobby for Energy Briefing. REMARKS: FULL PRESS COVERAGE.

8:30 pm Proceed to holding room for 7-minutes personal time.

8:45 pm Proceed to motorcade for 5-minute drive to Lambert Landing.

8:50 pm Arrive Lambert Landing. Board Delta Queen.
O V E R N I G H T

THE WHITE HOUSE

WASHINGTON

THE PRESIDENT AND MRS. CARTER'S VISIT
TO ST. PAUL AND THE DELTA QUEEN

Friday, August 17, 1979

BAGGAGE CALL: All bags must be placed
in an unlocked condition in the West
Basement by 3:00 pm.

5:45 pm

GUEST & STAFF INSTRUCTION:
The following are requested to
be in the Distinguished Visitor's
Lounge at Andrews AFB to board
Air Force One:

Rep. James Oberstar (D-Minn.)

5:45 pm

GUEST & STAFF INSTRUCTION: The
following are requested to board
Marine One on the South Lawn:

Amy Carter
Jody Powell
Fran Voorde
Susan Clough
Jane Fenderson
Maj. Peterson
Dr. Lukash
Karl Schumacher

5:50 pm

The President and Mrs. Carter proceed to Marine One for boarding.

MARINE ONE DEPARTS South Lawn en route Andrews AFB.

(Flying time: 15 minutes)

6:05 pm

MARINE ONE ARRIVES Andrews AFB.

OPEN PRESS COVERAGE
CLOSED DEPARTURE

The President and Mrs. Carter proceed to Air Force One for boarding.

6:10 pm

AIR FORCE ONE DEPARTS Andrews AFB en route Minneapolis-St. Paul, Minnesota.

(Flying time: 2 hours, 20 minutes)
(Time change: - 1 hour)
Dinner will be served on board.

7:30 pm

AIR FORCE ONE ARRIVES Minneapolis-St. Paul International Airport, Minneapolis, Minnesota.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

The President and Mrs. Carter will
be met by:

Gov. and Mrs. Al Quie (R-Minn.)
(Gretchen)
Lt. Gov. Lou Wangberg
Rep. Bruce Vento (D-Minn.)
Mayor and Mrs. Al Hofstede (Minneapolis)
Former Senator Wendell Anderson
Attorney General Warren Spannaus
State Rep. Irv Anderson
State Rep. Barry Sieben, Jr.
Mr. Jerry Yourzek, UAW International
Representative
Mr. Jack Jorgenson, President, Teamsters
Mr. Earl Craig, Democratic National
Committee Member
Ms. Koryne Horbal, Democratic National
Committee Member
Ms. Carol Wold, Democratic National
Committee Member
Ms. Virginia Richardson, Associate
Democratic Chairperson, 5th District
Mr. Mike McLoughlin, DFL Chairperson,
4th District
Mr. Lee Munich, DFL Chairperson,
5th District
Mr. and Mrs. Gary Spiess (Sally)
Col. Howard Mangin, Commander,
934th Tactical Airlift Group,
Air Force Reserve

GUEST & STAFF INSTRUCTION: Proceed
to motorcade for boarding.
Assignments as follows:

Pilot	
Spare	Dr. Lukash
Lead	E. Maddox
President's	The President
Car	Mrs. Carter
	Amy Carter

Follow-up

Control	F. Vooile
	J. Powell
	K. Schumacher
	Maj. Peterson

Staff Car	S. Clough
ID	J. Fenderson

Camera 1
Wire 1
Wire 2
Camera 2
Camera 3

WHCA

Guest & Staff Bus Rep. Oberstar

Tail

The President and Mrs. Carter proceed to motorcade for boarding.

7:35 pm

MOTORCADE DEPARTS Minneapolis-St. Paul International Airport en route Landmark Center, St. Paul, Minnesota.

(Driving time: 18 minutes)

7:53 pm

MOTORCADE ARRIVES Landmark Center.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President will be met by:

Mayor George Lattimer (D-St. Paul)

The President and Mrs. Carter, escorted by Mayor Lattimer, proceed to holding room.

GUEST & STAFF INSTRUCTION: You will be escorted to viewing area for energy briefing.

7:55 pm

The President and Mrs. Carter arrive holding room.

PERSONAL/STAFF TIME: 3 minutes

7:58 pm

The President and Mrs. Carter, escorted by Mayor Lattimer, depart holding room en route offstage announcement area.

7:59 pm

The President and Mrs. Carter arrive offstage announcement area and pause.

Announcement.

The President proceeds inside Landmark Center Lobby (briefing area) and takes his seat on the dais for Energy Briefing with St. Paul residents.

OPEN PRESS COVERAGE
ATTENDANCE: 300

NOTE: Mrs. Carter will be escorted to her seat.

8:00 pm Remarks by Mayor Lattimer, concluding in the introduction of the President.

8:02 pm Presidential remarks.
 FULL PRESS COVERAGE

8:05 pm Remarks conclude.

NOTE: At the conclusion of the President's remarks there will be remarks by seven energy briefers consisting of three minutes each.

8:27 pm Briefings conclude.

 Wrap-up remarks by the President.
 FULL PRESS COVERAGE

8:30 pm Remarks conclude.

 The President thanks his hosts and, accompanied by Mrs. Carter, proceeds to holding room.

8:35 pm The President arrives holding room.

 PERSONAL/STAFF TIME: 7 minutes

8:40 pm GUEST & STAFF INSTRUCTION:
 Proceed to motorcade for boarding Assignments as on arrival.

8:42 pm The President and Mrs. Carter depart holding room en route motorcade for boarding.

8:45 pm MOTORCADE DEPARTS Landmark Center en route Lambert Landing.

 (Driving time: 5 minutes)

8:50 pm

MOTORCADE ARRIVES Lambert Landing.

OPEN PRESS COVERAGE
CROWD SITUATION

The President and Mrs. Carter will
be met by:

Captain Fred Martins, Delta Queen
Mr. Bill Sullivan, Executive Vice-
President, Coca-Cola Bottling Co.
of New York
Mr. William Jesse, Chairman of the
Board, Delta Queen Steamboat Co.
Mr. Robert Mosier, President, Delta
Queen Steamboat Co.

GUEST & STAFF INSTRUCTION:
Proceed to Delta Queen for
boarding. See attached Room
Assignment Sheet.

The President and Mrs. Carter board
Delta Queen.

9:00 pm

DELTA QUEEN DEPARTS.

O V E R N I G H T

ROOM ASSIGNMENTS

The President	A340
Mrs. Carter	A340
Amy Carter	A338
Fran Voorde	D336
Susan Clough	D334
Jane Fenderson	D334
Jody Powell	G332
Mike Pohl	G332
Eddie Serrano	G337
Karl Schumacher	G337
Dr. Lukash	D335
Bob Peterson	D335

THE WHITE HOUSE

WASHINGTON

SUMMARY SCHEDULE

PRAIRIE DU CHIEN, WISCONSIN

Sunday, August 19, 1979

FROM: FRAN VOORDE

1:00 pm Delta Queen arrives Lawler Park, Prairie du Chien, Wisc. 5-minute motorcade to 3M Building Services and Cleaning Products Plant.

1:15 pm Arrive 3M Plant. Proceed to holding room for 9-minutes personal time.

1:25 pm Proceed to picnic area for 3M Annual Picnic.

2:00 pm Picnic concludes. Proceed to motorcade for 7-minute drive to McGregor, Iowa.

2:17 pm Arrive Triangle Park, McGregor, Iowa. Proceed to Triangle Park to informally greet McGregor residents.

2:35 pm Reception concludes. Proceed to motorcade for 5-minute drive to Culver Residence.

2:45 pm Arrive Culver Residence. Luncheon.

4:25 pm Luncheon concludes. Proceed to motorcade for 10-minute drive to Lawler Park.

4:40 pm Arrive Lawler Park. Board Delta Queen.

O V E R N I G H T

THE WHITE HOUSE

WASHINGTON

THE PRESIDENT AND MRS. CARTER'S
VISIT TO PRAIRIE DU CHIEN, WISC.

Sunday, August 19, 1979

WEATHER REPORT: Mostly cloudy, chance
of showers, temperatures ranging from
mid 60's to mid 80's.

1:00 pm

DELTA QUEEN ARRIVES Lawler Park,
Prairie du Chien, Wisconsin.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

The President and Mrs. Carter
will be met by:

Rep. Alvin Baldus, (D-Wisc)
Mayor Fred Huebsch (Prairie du Chien)
Ambassador Patrick Lucey
Secretary of State Vel Phillips
State Senator Paul Offner (D)
Mr. Ray Majerus, Regional Director,
UAW #10
Mr. Betram McNamara, Regional Director,
Unite Steelworkers of America
Ms. Catherine Conroy, **Representative**,
Communications Workers of America #5
Mr. Paul DeVair, President,
Wisconsin Education Association
Mr. Larry Stephenson, Director, Wisc.
Education Association and National
Education Association
Mr. Leland Mulder, President, Wisconsin
Farmers Union

Mr. Bob Lenzendorf, President, Crawford
County National Farmers Organization
Ms. Mary ~~Thurmaier~~, **Executive Director**,
Wisconsin State Democratic Party
Ms. June Steiner, Crawford County
Democratic Party Chairperson
Ms. Carmon Porco, Treasurer, Wisconsin
State Democratic Party

GUEST & STAFF INSTRUCTION:
Proceed to motorcade for
boarding. Assignments as follows:

Pilot	
Spare	Dr. Lukash
Lead	S. Douglas
President's Car	The President Mrs. Carter Amy Carter Rep. Baldus

Follow-up

Control	J. Powell F. Voorde K. Schumacher Maj. Peterson
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Staff Car	S. Clough J. Fenderson
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ID

Camera 1
Wire 1
Wire 2
Camera 2
Camera 3

WHCA
Guest & Staff Bus
Press Buses (3)
Tail

The President and Mrs. Carter proceed to motorcade for boarding.

1:10 pm MOTORCADE DEPARTS Lawler Park en route 3M Building Services and Cleaning Products, Plant #2.

(Driving time: 5 minutes)

1:15 pm MOTORCADE ARRIVES 3M Plant #2.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President will be met by:

Mr. Charles Higgins, General Manager,
3M Building Services and Cleaning
Products Division
Mr. William Nack, Production Manager,
3M Building Services and Cleaning
Products, Prairie du Chien

GUEST & STAFF INSTRUCTION: You
will be escorted to picnic area.

The President and Mrs. Carter proceed to holding room.

1:16 pm The President and Mrs. Carter arrive holding room.

PERSONAL/STAFF TIME: 9 minutes

1:25 pm The President and Mrs. Carter depart holding room en route picnic area.

1:28 pm The President and Mrs. Carter arrive picnic area and informally greet 3M employees, families and Prairie du Chien residents for 3M Annual Picnic.

OPEN PRESS COVERAGE
ATTENDANCE: 3500

1:55 pm GUEST & STAFF INSTRUCTION:
Proceed to motorcade for
boarding. Assignments as on
arrival except delete Rep.
Baldus from President's Car.

2:00 pm The President and Mrs. Carter thank their
hosts and depart picnic area en route
motorcade for boarding, greeting the guests
along the way.

2:10 pm MOTORCADE DEPARTS 3M Plant en route
McGregor, Iowa.

(Driving time: 7 minutes)

2:17 pm MOTORCADE ARRIVES Triangle Park, McGregor,
Iowa.

PRESS POOL COVERAGE
OPEN ARRIVAL

The President will be met by:

Sen. and Mrs. John Culver (D-Iowa)
(Ann)
Mayor Dennis Denning (R-McGregor)
Mr. Wayne Garns, Clayton County
Democratic Party Chairman

GUEST & STAFF INSTRUCTION: You
will be escorted to viewing area.

The President and Mrs. Carter proceed
to Triangle Park.

2:20 pm The President and Mrs. Carter arrive
Triangle Park and informally greet
McGregor residents.

PRESS POOL COVERAGE
CROWD SITUATION

2:30 pm The President and Mrs. Carter, escorted
by Mayor Denning, proceed to platform.

2:31 pm The President and Mrs. Carter arrive speaker's platform and remain standing.

Remarks by **Sen. Culver** and Mayor Denning, concluding with the presentation of the Key to the City to the President.

2:35 pm The President and Mrs. Carter thank their hosts and depart Triangle Park en route motorcade for boarding.

GUEST & STAFF INSTRUCTION: Board motorcade. Assignments as on arrival except add Sen. and Mrs. Culver to President's Car.

2:40 pm MOTORCADE DEPARTS Triangle Park en route Culver Residence.

(Driving time: 5 minutes)

2:45 pm MOTORCADE ARRIVES Culver Residence.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President and Mrs. Carter, escorted by Sen. and Mrs. Culver, proceed inside Residence and take their seats for luncheon.

NOTE: Joining at the luncheon will be Mrs. W.C. Culver (Mary) (mother), Phil Happel (nephew), Chet, Becca and Chris Culver.

GUEST & STAFF INSTRUCTION:
You will be escorted to staff area.

4:25 pm Luncheon concludes.

GUEST & STAFF INSTRUCTION: Proceed to motorcade for boarding. Assignments as on arrival except delete Sen. and Mrs. Culver from President's Car.

The President and Mrs. Carter bid farewell to Senator and Mrs. Culver and proceed to motorcade for boarding.

4:30 pm MOTORCADE DEPARTS Culver Residence, en route Lawler Park.

(Driving time: 10 minutes)

4:40 pm MOTORCADE ARRIVES Lawler Park.

OPEN PRESS COVERAGE
CLOSED DEPARTURE

GUEST & STAFF INSTRUCTION: Board Delta Queen.

The President and Mrs. Carter proceed to Delta Queen for boarding.

NOTE: En route the Delta Queen, the President and Mrs. Carter will be presented with a painting of the Delta Queen by Mayor Huebsh and Del Cass, Artist.

5:00 pm DELTA QUEEN DEPARTS.

O V E R N I G H T

THE WHITE HOUSE

WASHINGTON

SUMMARY SCHEDULE

DAVENPORT, IOWA

Tuesday, August 21, 1979

FROM: FRAN VOORDE

9:00 am Delta Queen arrives Lindsay Landing, Davenport, Iowa. Proceed on foot to KSTT Radio Station.

9:20 am Arrive KSTT Radio Station. Proceed to News Room for Radio Call-out show.

10:15 am Radio Call-out show concludes. Proceed to motorcade for 5-minute drive to Chamberlain Residence.

10:25 am Arrive Chamberlain Residence. Proceed to Reception Area and form receiving line to greet community leaders.

11:00 am Reception concludes. Proceed to motorcade for 20-minute drive to Deere and Company, Moline, Illinois.

11:25 am Arrive Deere and Company. Tours and briefings of Deere and Company.

12:10 pm Briefings conclude. Proceed to motorcade for 20-minute drive to Lindsay Landing.

12:35 pm Arrive Lindsay Landing. Board Delta Queen.

1:00 pm Delta Queen departs. O V E R N I G H T

THE WHITE HOUSE

WASHINGTON

THE PRESIDENT AND MRS. CARTER'S
VISIT TO DAVENPORT, IOWA

Tuesday, August 21, 1979

WEATHER REPORT: Partly cloudy,
temperatures ranging from low 60's
to low 80's.

9:00 am

DELTA QUEEN ARRIVES Lindsay Landing,
Davenport, Iowa.

OPEN PRESS COVERAGE
OPEN ARRIVAL

The President and Mrs. Carter
will be met by:

Mayor and Mrs. Charles "Chuck" Wright
(D-Davenport)
Mayor and Mrs. William Glynn
(D-Bettendorf)
Mr. and Mrs. William Glura, Chairman,
Scott County Board of Supervisors
Mr. and Mrs. Scott Tinsman, President,
President, Davenport Chamber of
Commerce

Mr. and Mrs. Ed Waite, President, Quad-
City Federation of Labor
Mr. and Mrs. Everett "Bud" Hopping,
1st District UAW CAP Council
Mr. and Mrs. John "Buck" Serrano, Jr.,
L.A.C.L.A.
Ms. Carol Simmons, President, Davenport
Chapter, A. Philip Randolph Insti.
Mr. and Mrs. William Fennelly, Mayor
Pro-Tem, Davenport
Mr. Donald Mullen, Chairman, Scott
County Democratic Party, Iowa
Mr. and Mrs. Lynne Chamberlain,
1975 Carter State Steering Committee
Ms. Laurie Froeling, Miss Iowa
Mr. Ed Campbell, Chairman, Iowa State
Democratic Party.
Girl Scout Representative
Boy Scout Representative
Illinois Democratic Party Officials

NOTE: A Girl Scout Representative
will present Mrs. Carter with a
bouquet of flowers.

The President and Mrs. Carter proceed on
foot to KSTT Radio Station, greeting the
crowd along the way.

GUEST & STAFF INSTRUCTION: You
will be escorted to the radio
station.

9:20 am

The President and Mrs. Carter arrive
KSTT Radio Station.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President and Mrs. Carter will
be met by:

Mr. Michael Colello, General Manager,
KSTT Radio Station
Ms. Jean Gannett Hawley, Chairman of
the Board, Guy Gannett Inc.
Mr. H.L. Jackson, News Director

9:25 am

The President and Mrs. Carter proceed
inside Radio Station and take their seats
in the News Room for Radio Call-out show.

NOTE: The President will be
briefed by H.L. Jackson, Moderator.

GUEST & STAFF INSTRUCTION: You
are requested to remain in the
staff area.

NOTE: Ms. Mary Ross, President, Local
League of Women Voters, will be
drawing names.

9:30 am

Radio Call-out show begins.

10:10 am

GUEST & STAFF INSTRUCTION:
Proceed to motorcade for
boarding. Assignments as follows:

Pilot

Spare

Dr. Lukash

Lead

D. Lee

President's
Car

The President
Mrs. Carter
Amy Carter

Follow-up

- 4 -

Control J. Powell
 F. Voorde
 Maj. Peterson
 K. Schumacher

Staff Car S. Clough
 J. Fenderson

Sen. Car Sen. Culver
 Mrs. Culver

ID

Camera 1
Wire 1
Wire 2
Camera 2
Camera 3

WHCA

Guest
 Van

Tail

10:15 am Radio Call-in Show concludes.

The President and Mrs. Carter proceed to
motorcade for boarding.

10:20 am MOTORCADE DEPARTS KSTT Radio Station en route Chamberlain Residence.

(Driving time: 5 minutes)

10:25 am MOTORCADE ARRIVES Chamberlain Residence.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President and Mrs. Carter will
be met by:

Lynne and Mary Ellen Chamberlain

GUEST & STAFF INSTRUCTION: You
will be escorted to reception
area.

The President and Mrs. Carter proceed to
reception area.

10:30 am The President and Mrs. Carter arrive
reception area and form receiving line
to greet local community leaders.

PRESS POOL COVERAGE
ATTENDANCE: 100

11:00 am Reception concludes.

GUEST & STAFF INSTRUCTION: Proceed
to motorcade for boarding.
Assignments as on arrival.

The President and Mrs. Carter thank
their hosts and proceed to motorcade for
boarding.

11:05 am MOTORCADE DEPARTS KSTT Radio Station en
route Deere and Company, Moline,
Illinois.

(Driving time: 20 minutes)

11:25 am

MOTORCADE ARRIVES Deere and Company.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President and Mrs. Carter will
be met by:

William Hewitt, Chairman of the
Board, Deere and Company
Robert Hanson, President, Deere
and Company
Peter Kuchirka, UAW Sub-Regional
Director
Jim Maddox, UAW International
Representative
Ray Sprouse, UAW International
Representative

The President and Mrs. Carter, accompanied
by William Hewitt and Robert Hanson, proceed
on tour of tractor display area.

PRESS POOL COVERAGE

GUEST & STAFF INSTRUCTION: You
will be escorted to viewing
area.

11:40 am

Tour of tractor display area concludes.

GUEST & STAFF INSTRUCTION: Board
motorcade. Assignments as on
arrival.

The President and Mrs. Carter proceed to
motorcade for boarding.

11:45 am

MOTORCADE DEPARTS en route outdoor display
area.

(Driving time: 5 minutes)

11:50 am MOTORCADE ARRIVES outdoor display area.

PRESS POOL COVERAGE
CLOSED ARRIVAL

GUEST & STAFF INSTRUCTION: You
will be escorted to viewing area.

The President and Mrs. Carter proceed to
tour outdoor display area.

NOTE: The President and Mrs. Carter
will receive a briefing on Bio-mass
converters and the Deere and Company
energy program.

PRESS POOL COVERAGE

12:10 pm Briefings conclude.

GUEST & STAFF INSTRUCTION: Board
motorcade. Assignments as on
arrival.

The President and Mrs. Carter thank
their hosts and proceed to motorcade for
boarding.

12:15 pm MOTORCADE DEPARTS Deere and Company en route
Lindsay Landing.

(Driving time: 20 minutes)

12:35 pm MOTORCADE ARRIVES Lindsay Landing.

OPEN PRESS COVERAGE
CLOSED DEPARTURE

GUEST & STAFF INSTRUCTION: Board
Delta Queen.

The President and Mrs. Carter proceed to
Delta Queen for boarding.

1:00 pm

DELTA QUEEN DEPARTS.

SUMMARY SCHEDULE

Burlington, Iowa

Wednesday, August 27, 1979

9:00 am DELTA QUEEN ARRIVES Burlington, Iowa.
Proceed via motorcade en route John McCormally residence. 30-minutes personal time.

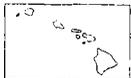
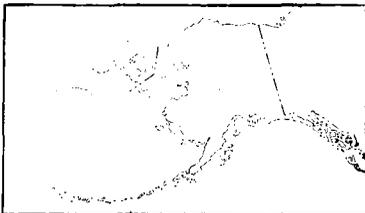
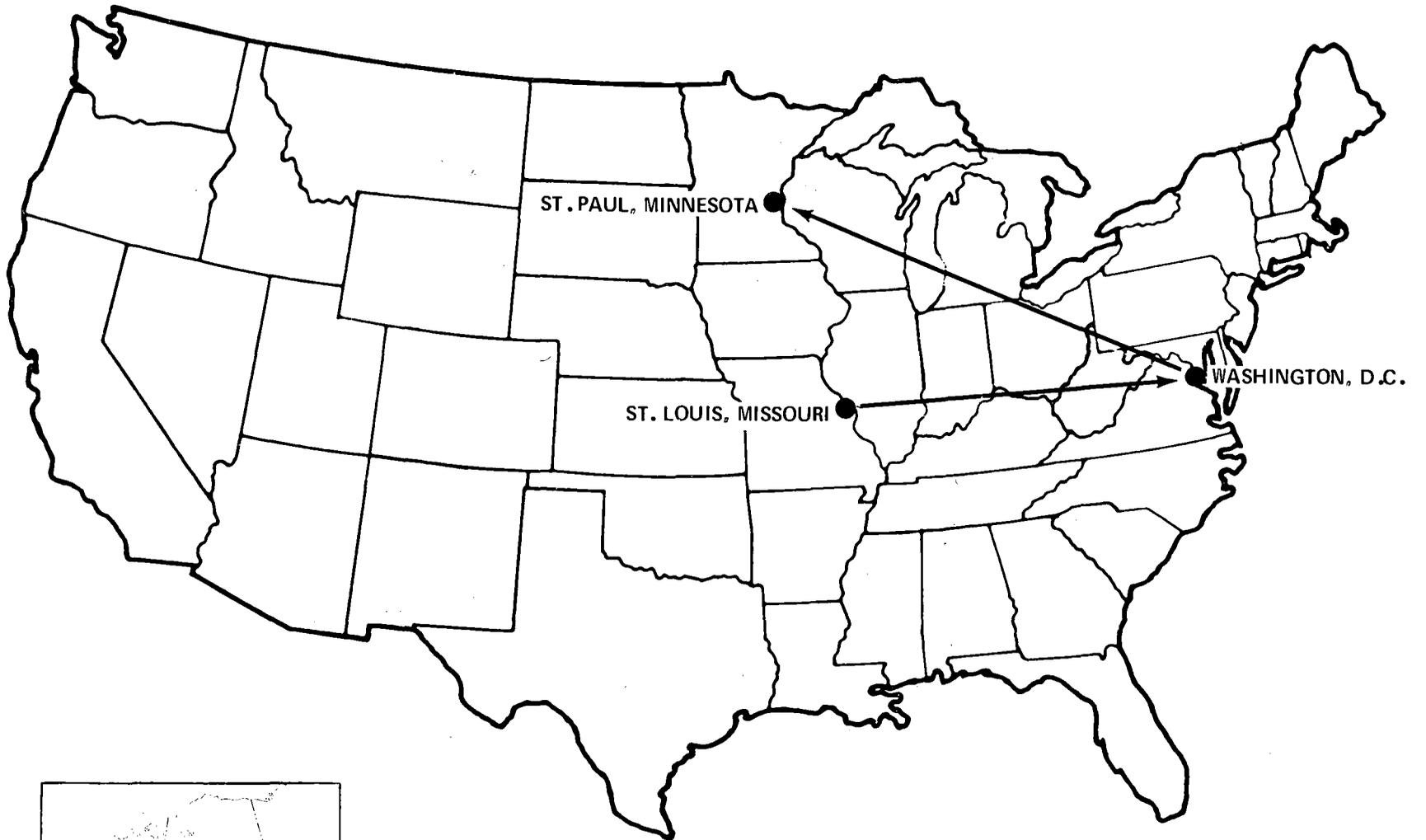
10:00 am Town Meeting in Crapo Park with Burlington residents.

11:10 am Reception at McCormally residence for Community Leaders.

11:40 am Proceed via motorcade en route Steamboat Walk. Walking Tour.

12:15 pm Proceed via motorcade en route Delta Queen.

1:00 pm DELTA QUEEN DEPARTS Burlington, Iowa.



Revised

<u>DATE</u>	<u>ARRIVAL</u>	<u>DEPARTURE</u>	<u>LOCATION</u>	<u>MILES</u>
8/17	0900	2100	Lamport Landing to St. Paul	839L* 23.8
	3250	0052	Lock 2, Hastings	815.2R 18.3
8/18	0300	0400	Lock 3, Welch	796.9R 36.6
	0830	1230	Wabasha, Minn.	760.3R 7.5
	1330	1430	Lock 4, Alma, Wisc.	752.8L 14.7
	1630	1730	Lock 4, Minnesota City	738.1R 9.6
	1850	1950	Lock 4A, Fountain City, Minn.	728.5R 2.9
	2015	Pass	Winona	725.6R 11.3
	2155	2255	Lock 4, Trempealeau, Wisc.	714.3L 11.8
	0035	0135	Lock 7, LaCrescent, Minn.	702.5R 4.6
8/19	0215	Pass	LaCrosse, Wisc.	697.9L 18.7
	0450	0550	Lock 8	679.2R 16.0
	0805	Pass	Lansing, Iowa	663.2R 15.3
	1015	1115	Lock 9	647.9L 12.8

8/19 (cont.)	1300	1700	Prairie Du Chien, Wisc.	635.1L	20.0
	2150	2250	Lock 10, Guttenberg, Iowa	615.1R	32.1
8/20	0640	0740	Lock 11, Dubuque, Iowa	583.0R	3.6
	0830	1230	Dubuque, Iowa	579.4R	22.7
	1635	1735	Lock 12, Bellevue, Iowa	556.7R	19.3
	2100	Pass	Savanna, Illinois	537.4L	14.9

*R - Right side of river
L - Left side of river

DELTA QUEEN DINING HOURS

BREAKFAST

6:00 a.m.	Coffee
7:00 a.m. - 9:00 a.m.	Breakfast
9:00 a.m. - 10:00 a.m.	Continental Breakfast

LUNCH

12:30 - 1:30 p.m.

DINNER

6:30 - 7:30 p.m.

BUFFET

11:00 p.m.

IMPORTANT
REGIONAL ISSUES

AGRICULTURAL SUMMARY

Farm Prices

Prices received by farmers in 1979 are likely to average about 15 percent higher than a year ago, although the actual increases in prices occurred in the first half of the year. Farm prices in the second half of 1979 are likely to remain relatively stable.

Farm Income

Net farm income in 1979 will likely total around \$32 billion, just under the record level of 1973 in current dollars. However, it will only be about 60 percent of the 1973 level in constant price.

Total Agricultural Exports

Agricultural exports in 1978/79 are expected to increase by nearly \$5 billion to \$32 billion with a net agricultural trade surplus of \$16 billion. Current 1979/80 prospects indicate at least as large an increase in export value with a corresponding increase in the trade surplus.

Grains

The August forecast of 1979/80 world total grain production (wheat, coarse grains and rough rice) is 1.513 billion metric tons, about 4 percent below the 1978/79 record, but still the second largest harvest ever.

Wheat

The 1979/80 world wheat crop is forecast at 408 million tons, about 7 percent less than last year's record. The expected drop in Soviet wheat output should offset increases in the United States and China.

U.S. wheat production should be 2.13 billion bushels in 1979, 19 percent more than last year, and the second largest ever. Acres planted are up 8 percent over 1978. The projected yield of 34.3 bushels per acre is nearly half a bushel above the previous record.

U.S. wheat exports for 1979/80 are expected to total a record 1.4 billion bushels, up 17 percent from 1978/79. Sharply reduced wheat production in the Soviet Union and Eastern Europe has boosted their import requirements and improved the export outlook for U.S. wheat.

Wheat prices at the farm level are currently running around \$3.50 per bushel, 40 percent above a year ago and are expected to average between \$3.50 and \$4.25 per bushel for the 1979/80 season. Farm prices for wheat averaged \$2.94 in 1978/79 and \$2.33 in 1977/78.

Corn

World coarse grain production for 1979/80 is forecast at 723 million tons, 4 percent below last year's record. A considerable dropoff in Soviet production and slightly smaller harvests in the United States and Europe are expected to account for the decline.

U.S. corn production for 1979 is forecast at a record 7.1 billion bushels. An estimated 80 million acres are planted, about the same as in 1978. The corn yield is expected to be above 100 bushels per acre for the second consecutive year.

The 1979/80 U.S. corn export estimate is a record 2.5 billion bushels, up 15 percent from 1978/79. As with wheat, increased import requirements for the Soviet Union and Western and Eastern Europe are accounting for most of the increase.

Soybeans

World production of major oilseeds and copra in 1979/80 is projected at nearly 177 million tons, around 18 million tons above 1978/79. Over half the production increase is expected to occur in the United States.

U.S. soybean production should be 2.129 billion bushels, up 16 percent from 1978. Favorable growing conditions indicate the second highest recorded yield, 30.3 bushels per acre, only slightly below the 30.6-bushel record in 1979. The record 1979 soybean acreage is up 12 percent from 1978. Yields are expected to be 4 percent higher than a year ago.

U.S. soybean exports for 1979/80 are expected to total 825 million bushels, 8 percent above last year's record.

Farm prices for the 1979 soybean crop will average around \$6.25 per bushel, down about 7 percent from \$6.75 from the 1978 crop. The July farm price of \$7.36 per bushel is up 15 percent from a year ago. Prices in 1979/80 are sensitive to world conditions: another small crop in Brazil could mean a U.S. 1979/80 season-average price well above the \$6.25 projected.

THE PRESIDENT'S IMPORT REDUCTION PROGRAMSummary

Actions which the Administration has taken since April 1977 have cut the nation's projected 1990 needs for imported oil by about 4 million barrels per day (MMB/D). The actions announced by the President on July 16 will save an additional 4.5 MMB/D by the end of the next decade, reducing estimated U.S. import requirements by half. The President stated that the United States will never again import more oil than it did in 1977. The President announced that import quotas for 1979 and 1980 will be set at levels below the ceilings agreed to at the Tokyo Summit. //

An overall strategy for reducing imports is essential to secure the continuing economic strength and security of the United States. In developing this program, the Administration has examined all tools available to cut foreign oil dependence, including synthetic fuels, conservation, production of unconventional sources of oil and natural gas, direct use of coal, and solar energy. The program the President announced on July 16 draws on each of these sources to achieve our 1990 import reduction target.

Major InitiativesDomestic Phased Oil Price Decontrol and the Windfall Profits Tax

The President initiated the phased decontrol of domestic oil prices at the wellhead on June 1, 1979. Controls will be phased out entirely by September 30, 1981.

In order to prevent excessive new revenues from flowing to oil producers the President has proposed a Windfall Profits Tax. The President supports the tax passed by the House of Representatives, with certain amendments. The most important amendment would be to make the tax permanent, as originally proposed, rather than temporary, as passed by the House of Representatives.

The President's import reduction program is to be financed by the Windfall Profits Tax. Any weakening of the tax would require reductions in the program level.

Energy Security Corporation

The President has proposed the creation of an \$88 billion Energy Security Corporation, financed entirely by the Windfall Profits Tax. The Energy Security Corporation (ESC) would be responsible for the production of 2.5 million barrels daily of synthetic fuels and unconventional gas by 1990. The ESC would be supported by tax credits for unconventional gas and shale oil proposed by the President.

Energy Mobilization Board

The Energy Mobilization Board (EMB) is designed to assure prompt and efficient government decisions on critical energy facilities, such as the facilities sponsored by the Energy Security Corporation. The EMB would be located in the Executive Office of the President, and would be empowered to:

- ° Designate facilities as Critical Energy Facilities.
- ° Establish binding decision schedule for Federal, State, and sub-State government bodies with respect to necessary decisions on CEF's.
- ° Make a decision in lieu of any Federal, State or sub-State body which fails to meet the decision schedule, applying the appropriate Federal, State, or sub-State statutes.
- ° Exempt CEF's from requirements put into law after the initiation of construction, on a case-by-case basis.

Other Initiatives

Heavy Oil

Heavy oil is crude oil which is expensive to produce and use, primarily because it is very dense and difficult to remove from rock formations. Extraction is frequently accomplished by the injection of steam.

The President has proposed the immediate decontrol of heavy oil and an exemption from the Windfall Profits Tax. Under this policy, heavy oil will receive the full world market price, beginning immediately. The Administration projects a 500 thousand barrel per day production increase by 1990 due to these policies.

Residential/Commercial Conservation and Conversion

The President has a three part national program to encourage retrofit conservation in the existing residential/commercial building stock, and conversion from oil heat where feasible.

First, the program would extend the NEA requirement for utility energy audits of residential buildings to commercial buildings. This will allow the identification of the most economic conservation measures available for each structure.

Second, existing prohibitions on utility financing of conservation measures would be eliminated. Utilities would be required to offer long term financing of conservation measures for residential and commercial buildings. The loans would be treated just like normal utility investments in new generating capacity, and included in utility rate bases. The net savings from conservation, as opposed to new capacity construction, would be distributed among the homeowner, other ratepayers, and the utility.

Third, for oil heated residential and commercial space, where utility financing would be inappropriate, the President has proposed federally subsidized loans for conservation or conversion to natural gas. \$2 billion for this purpose, financed by the Windfall Profits Tax, is requested over a ten year period.

The Administration projects an import reduction of 500 thousand barrels daily in 1990 from this program, approximately 20% of achievable savings. Utility and homeowner enthusiasm could yield even larger response.

Utility Oil Reduction

The President has proposed a regulatory program to require a 50% reduction in utility oil consumption by 1990, reducing imports by 750 thousand barrels daily. In addition, the President has proposed \$5 billion in assistance to utilities to reduce oil use, financed by the Windfall Profits Tax.

Mass Transit and Auto Efficiency

The President has committed \$16.5 billion in Windfall Profits Tax receipts to increasing Federal assistance for mass transit and improving automobile transportation efficiency. Total import reductions projected for this program are 250 thousand barrels daily by 1990.

I. ESTIMATED IMPACT OF
ADMINISTRATION INITIATIVES TO
REDUCE 1990 OIL IMPORTS

Savings (MMB/D)

IMPORT SAVINGS FROM PRESIDENTIAL PROGRAMS

o	Estimated Import Savings from National Energy Act, including	2.5	
	-- Natural Gas Policy Act		
	-- Fuel Use Act		
	-- Energy Tax Act		
	-- Public Utilities Regulatory Policy Act		
	-- National Energy Conservation Policy Act		
o	Estimated Import Savings from April 5 Presidential program, including	1.5	
	-- Phased Decontrol of Domestic Crude Oil		
	-- June Solar Energy Message		
	<u>Total Estimated Savings from Actions to Date</u>		<u>4.00</u>
o	Estimated Import Savings* from July 16 Initiatives, including		
	-- Synthetic Fuels and Unconventional Gas	2.50	
	-- Heavy Oil	.50	
	-- Utility Reduction	.75	
	-- Residential Conservation	.50	
	-- Mass Transit and Auto Efficiency	<u>.25</u>	
	 <u>Total Estimated Savings from New Program</u>		 <u>4.5</u>
	<u>Total Estimated Savings from Past and Present Programs</u>		<u>8.50</u>

*Some small portion of the projected savings from the July 16 initiatives would occur anyway if future oil prices are relatively high.

National Economic Accomplishments

	Monthly Data		
	<u>Dec. 1976</u>	<u>July 1979</u>	<u>Change</u>
Unemployment rate (percent)	7.7	5.7	-2.0 percentage pts
Number unemployed (thous.)	7,375	5,848	-1,527
Employment (thous.)	88,702	97,210	8,508
Average weekly earnings (dollars)	181.08	220.27	21.6%
Industrial production (1967=100)	133.6	152.1	13.8%

	Quarterly Data		
	<u>04 1976</u>	<u>02 1979</u>	<u>Change</u>
Real per capita income after taxes (1972 Dollars, Annual Rate)	4,185	4,513	7.8%
Real GNP, (Billions of 1972 Dollars, Annual Rate)	1,288.1	1,422.1	10.4
Real business investment (Billions of 1972 Dollars, Annual Rate)	122.5	145.9	19.1
% of Real GNP	9.5	10.3	—
Corporate book profits after tax (Billions of Dollars, Annual Rate)	93.2	138.6	48.7

	Fiscal Year Data		
	<u>FY76</u>	<u>FY79</u>	
Federal deficit (Billions of Dollars)	-66.4	-29.7	—
Federal outlays share of GNP (percent)	22.6	21.5	—

Income and Employment in the Midwest

	Increase in Personal Income <u>Q4 1976 to Q1 1979</u>	Increase of Employment from <u>Dec. '76 to June '79^{2/}</u>	
	(percent)	(thous.)	(Percent)
Minnesota	31.2	216	13.9
Wisconsin	29.0	210	11.9
Iowa	35.0	80	7.5
Illinois	23.2	236	5.1
Missouri	27.6	160	8.8
Great Lakes & Plains States ^{1/}	28.4	1,975	8.9
National Total	29.4	8,533	10.5
National consumer price index	19.3		

^{1/} Michigan, Ohio, Indiana, Wisconsin, Illinois, Minnesota, Iowa, Missouri the Dakotas, Nebraska, and Kansas.

^{2/} Payroll employment, nonfarm establishments.

Mid-session Review Economic Outlook
(Official Forecast)

	<u>04 1978 to 04 1979</u>	<u>04 1979 to 04 1980</u>
Real GNP, Percent Change	- .5	2.0
Change in Consumer Prices, Percent, Dec. to Dec.	10.6	8.3
Unemployment Rate, Percent, Level in Fourth Quarter	6.6	6.9

Employment in
Motor Vehicles
and Parts, 1977

Indefinite Layoffs

		<u>Ford</u>	<u>Chrysler</u>	<u>GM</u> *	<u>Tot</u>
Illinois	25,928	575	0	150	725
Iowa	5,577	0	0	0	0
Minnesota	6,498	0	0	0	0
Missouri	39,863	450	2017	3500	5965
Wisconsin	32,292	0	100	10	110

* GM has given us their figures by states with the request that we do not make them public

LOCKS AND DAM 26

Current Problem

The Administration supported the authorization of a new locks and dam at Alton, Illinois, as part of a bill imposing user charges on the barge industry. We have provided \$20 million in our FY 1980 budget for the beginning of construction on this facility. The user charges are to be imposed beginning in FY 1980.

The start of construction has been delayed by a court suit brought by environmental groups and the rail industry. The suit, which is contesting the adequacy of the Environmental Impact Statement, has been moving slowly in federal district court and does not appear likely to be resolved before next year. Moreover, many observers feel that the court is likely to require substantial revision of the EIS to evaluate the impacts on the entire upper Mississippi River system rather than just those on the area around the locks and dam. If required, such a study could take 1-2 years, delaying construction until at least 1981.

Representatives of the barge industry are concerned with the court delays and have criticized the level of effort by the Justice Department to win the case. They have asked us to step up the level of DOJ support for the Corps of Engineers in the case. If that fails they want us to support either a delay in the imposition of the tax or a bill to exempt the project from further environmental review. We have indicated that any delay in the tax is unacceptable, but we have not ruled out a bill to exempt the project.

At present, delays at the L&D 26 are running 2.85 days. (The Delta Queen is allowed to go ahead of this backup.) The barge operators intend to take the opportunity of your trip down the river to stage some dramatic action, such as a blockade, to bring their situation home to you.

In order to forestall an incident at Alton Stu is working to arrange a public indication of the Administration's concern before you reach L&D 26. This will involve an exchange of letters with Senator Eagleton in which he would indicate that the Administration intends to move ahead with construction as soon as possible, and that to realize that goal Civiletti will be asked to step up the DOJ support of the Corps of Engineers.

Stu has talked to Senator Eagleton, who said that our commitment to speed-up the litigation should enable him to keep the barge operators from engaging in any type of protest. We will have more complete information to you before you reach Locks and Dam 26.

You should be aware that this action will not be viewed sympathetically by environmentalists but should be gratifying to barge operators and others in the Midwest who want to see this facility built.

LOCKS AND DAM 26

Background

The problem at Lock 26 can best be visualized by considering it in the context of the "weakest link" theory. There are 27 numbered locks in the Mississippi River chain--beginning with number 1 at Minnespolis and ending with 27 at St. Louis. All but a few have a single, standard lock which measures 600' by 110'. Those other than standard are lock 1 which is 400' by 56'; lock 19, at Keokuk, Iowa, which is 1200' by 110'; lock 27 which is 1200' by 110', with an auxillary lock measuring 600' by 110'; and lock 26 which is 600' by 110', with a 360' by 110' auxillary.

Even though Lock 26 is the same size as most of the other locks on the river and does have a small auxillary, it nevertheless, qualifies as the weakest link in the chain because of the workload requirements imposed by its location. Lock 26 is situated just downstream from the point at which the Illinois river joins with the Mississippi.

It, therefore, must handle the traffic of two rivers while locks 1 through 25 basically handle upper Mississippi River traffic. Lock 27 is located farther downstream, below the point where the Missouri River joins the Mississippi, and therefore handles the traffic of three rivers. However, the lock 27 facility is much larger and the Missouri River only adds about one eighth as much traffic as does the Illinois.

The following table shows tonnage comparisons for the involved rivers.

RIVER TONNAGE (1976) (mil. tons)

	<u>All commodities</u> <u>Tonnage</u>	<u>Grain and grain products</u> <u>Tonnage</u>	<u>% of Tot.</u>
Total Mississippi	356.2	98.6	28
Upper Mississippi	68.3	31.2	46
Illinois	45.3	16.0	35
Missouri	6.5	1.4	21
*Ohio	148.4	6.2	4

Source: "1976 Inland Waterborn Commerce Statistics", the American Waterways Operators, Incorporated.

* The Ohio joins below the lock system - it is shown here for information purposes only.

Roughly 70 percent of the Upper Mississippi River traffic consists of tows made up of 15 barges. The standard locks will not accommodate a tow of 15 barges, therefore, the tows must be split and moved through the locks in two separate operations. Above lock 26 this causes no major backups. At lock 26, however, the added traffic coming from the Illinois river (approximately a 66 percent increase) causes major backups. For example, under perfect conditions the approximate time to transverse lock 26 is one hour and thirty minutes compared to thirty minutes for the 1200' lock 27. However, backup delays of as much as 24 hours are not uncommon. In its present capacity, lock 26 is essentially restricting the flow of all traffic above St. Louis.

The importance of the "weak link" nature of lock 26 is directly related to the importance of the Mississippi River as a load bearing chain in our national transportation system. Considering 1978 grain exports alone, the elevators at the mouth of the Mississippi accounted for clearances of 1.6 billion bushels of the total 4.2 billion bushels for the entire United States -- or about 39 percent.

Another consideration must be the added cost for the slow movement through the lock. Delays in transit cause higher wages, higher fuel costs and also reduce the number of revenue producing trips for the equipment. These added costs contribute to higher rates. Higher costs are also borne by shippers when diversion to faster, but higher priced, transportation modes is necessary.

The growth potential of the inland waterway system is also at stake in the L&D 26 issue. Attachments B and C contain data which reflects the substantial growth experienced in this area through the year 1975. It is interesting to note that traffic on the inland waterways has nearly doubled since 1963, while coastal and coastwise traffic has shown a limited increase. Attachment D focuses a bit closer by showing the tonnage handling experience of lock 26 since 1955. Of particular interest to agriculture, is the substantial growth in southbound grain. Note the leveling off in the last few years. Mr. Addison Douglass, President of Cargo Carriers, Incorporated, estimates that lock 26 will reach its practical capacity with the addition of only a few more million tons of southbound traffic yearly.

Conclusion

The Mississippi River system provides economical, fuel efficient transportation for large volumes of agricultural commodities - particularly for grain moving to the Gulf coast for export.

The lock 26 bottleneck causes delays in transit, higher operating costs for barge operators and high rates for shippers. The growth of the barge industry operating in the Mississippi River system, which has been impressive in past years, is also impeded by the limiting influence of lock 26. In this time of transportation shortages and limited energy supply, any restrictions placed upon the barge industry should be removed without delay.

St. Paul, MN
Friday, August 17

ST. PAUL

WASHINGTON STREET

LANDMARK CENTER

MEETING ROOM

SIXTH STREET

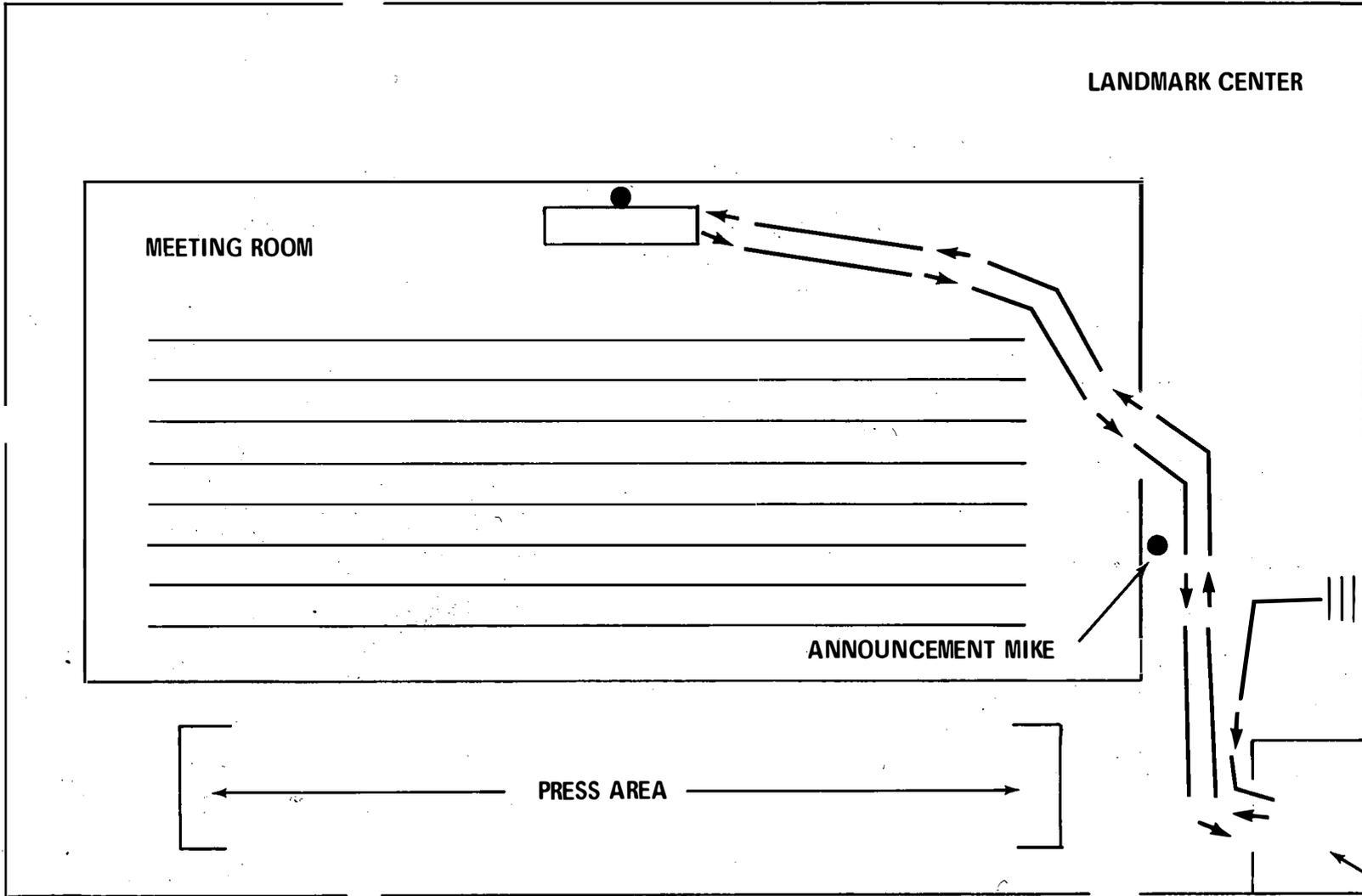
FIFTH STREET

ANNOUNCEMENT MIKE

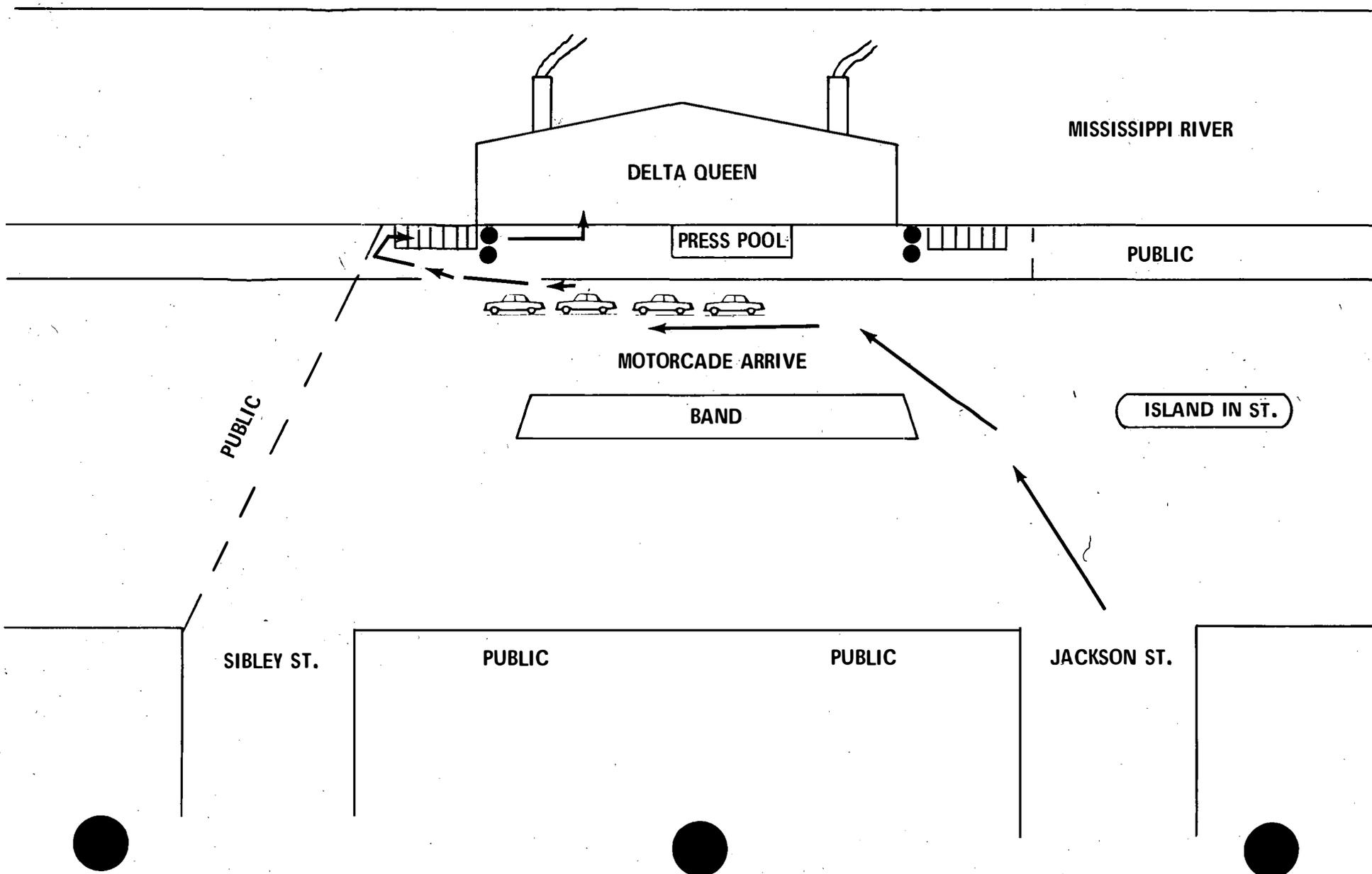
PRESS AREA

HOLDING ROOM

MARKET STREET



LAMBERT'S LANDING
ST. PAUL, MINN.



MISSISSIPPI RIVER

DELTA QUEEN

PRESS POOL

PUBLIC

MOTORCADE ARRIVE

BAND

ISLAND IN ST.

PUBLIC

SIBLEY ST.

PUBLIC

PUBLIC

JACKSON ST.

August 17, 1979

COMMUNITY ENERGY EFFICIENCY INITIATIVE

A letter over your signature and an enclosure were sent to over 6,000 mayors and elected county leaders throughout the country on energy conservation. Copies of the materials are attached. A reference by you to your letter and to the President's Clearinghouse for Community Energy Efficiency which goes into operation today to assist local elected leaders undertake energy conservation activities would be a timely boost to this new initiative. You will be meeting this evening with the Mayor of St. Paul and about 100 community leaders who have been formed by the Mayor to develop a local energy efficiency program for St. Paul and its residents. The Mayor's activities are the kind of initiatives which your letter and the President's Clearinghouse are intended to foster.

THE WHITE HOUSE

WASHINGTON

August 17, 1979

As you know, local leaders around the country are already working hard to make their communities more energy efficient, and the people who live there more energy conscious. I am writing to pledge the full assistance of the Federal Government in your efforts and to request your most vigorous leadership in developing your own community-wide conservation plans.

Many communities such as Portland, Oregon; Clinton County, Michigan; Davis, California; and Greensboro, North Carolina, have successfully created participating public efforts that bring together business, civic, religious and community groups to formulate energy savings.

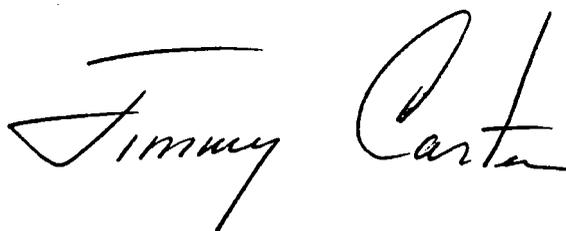
The potential contribution from a concentrated effort by communities across the country to our nation's battle in energy security is enormous. In fact, if extensive conservation measures are implemented in residential, public and commercial buildings alone we might reduce oil imports by well over a million barrels a day. Several hundred thousand more barrels of oil a day could be saved if we expanded use of ridesharing and took simple steps to improve automobile efficiency. These measures will also reduce the cost of living for all Americans who participate by lowering utility bills and cutting the cost of transportation.

If our national efforts to conserve are to be successful, your community's imagination and creativity must be encouraged.

Along these lines, in my July 16 speech before the National Association of Counties in Kansas City, I urged those Federal officials who had not done so to work with other leaders in their community -- from both inside and outside of government -- to set ambitious local conservation goals and to develop action plans to meet these goals.

I have enclosed some brief descriptions from the growing number of existing local efforts. To assist you in sharing this information and in learning more about the programs of other communities I have established a special clearinghouse to serve leaders who are undertaking energy conservation initiatives. A toll-free hotline will be opened in early September. Correspondence can be addressed now to the President's Clearinghouse for Community Energy Efficiency, Suite 185, 400 North Capitol Street, N.W., Washington, D.C. 20001.

It is through the application of your citizens' initiatives and inspiration that America can win the energy war. Our nation is counting on your help and your leadership. Thank you for your efforts. I look forward to hearing of your success.

A handwritten signature in black ink that reads "Jimmy Carter". The signature is written in a cursive, flowing style with a long horizontal line above the first name.

COMMUNITY ACTIONS TO CONSERVE ENERGY

Communities all across the country are taking creative steps to reduce their energy consumption. The ideas are as diverse and as creative as the nation itself. We must encourage even greater public involvement in large and small communities everywhere. Only through the collaborative efforts of local communities and the people who live there can we win our energy war, regain our confidence as a nation, and show ourselves and the world that we can succeed in meeting this crucial challenge. A brief description of some of the actions already being taken by cities and counties and private groups throughout the country follow.

PORTLAND, OREGON

Portland's broad based and far-reaching energy conservation plan has just been approved by the city council after undergoing extensive citizen comment. A year-and-a-half ago, Portland's energy policy steering committee was created, composed of representatives from business, labor, industry, government, neighborhood groups and special interest groups. Six task forces were formed in the areas of business and industry, institutions, land use, residential, transportation and city energy management.

Work began with a three-day seminar on energy conservation and continued with weekly meetings over the next year. Portland's energy policy staff fed information and initial policy recommendations to the steering committee, as did the task forces. According to steering committee chairman Vern Riffe, "The basic concepts and data came from the staff while the citizens' committee tested the feasibility of the concepts with those who would be affected by them and judged their political acceptability." The aim throughout the process was consensus, developing a widely supported plan with no major policy rifts.

As important as the determination of the policy itself was how its preparation involved the public and community leaders. The steering committee benefited from a variety of promotional services donated by the community, including a local television station's development of four public service announcements, numerous radio stations' carrying of public service spots, a local advertising executive's development of a newspaper campaign and the provision of funding for three full-page ads by local utility companies.

As part of the campaign, a series of 35 briefing sessions were held around the city with neighborhood, business, industrial and professional groups, the Chamber of Commerce and other organizations. Two city-wide workshops were held, as well as two formal city hearings. Following the briefings and hearings, comprehensive briefing books were produced and given to the city council where informal, off-the-record discussions on the draft were held. Questions were asked and answered and problems were highlighted and resolved.

The policy includes a wide range of energy conservation actions, ranging from educational programs for building owners to improved transit routes and from loans and tax credits for owners of residential and commercial properties, to the development of neighborhood energy production projects. However, there are some controversial aspects. The plan provides for voluntary audits and refitting of buildings for 5 years after passage of the policy, following which, owners of houses and apartment buildings would have to refit their properties according to the results of an energy audit before the properties could be sold. Another controversial aspect is to place a one-cent-a-gallon tax on wholesale gasoline, the proceeds of which would pay for car and vanpools programs, as well as traffic improvements aimed at reducing gasoline usage through improved traffic flow.

Other proposed projects include the use of methane from landfill and sewage plants and the installation of hydroelectric turbines on the city-owned reservoir 60 miles away, an action that could save a million dollars a year.

The city council has previously acted on two energy saving opportunities, the implementation of life-cycle costing in all purchasing decisions and the establishment of a set-aside of one half of one percent of the city's general fund for investment in energy conservation projects.

The whole Portland Energy Plan has the objective of selecting and carrying out only those programs which will be effective; i.e., the cost of taking a given conservation step should equal or exceed the savings, tax credits, and rebates it generates. For businesses and industries, this pay-back period is figured at five years.

The overall goal of the Plan is to cut energy use in Portland by 30 percent by 1995, a reduction that would save the city and its residents approximately \$162 million annually based on current prices.

GREENSBORO, NORTH CAROLINA

Located within the most highly industrialized region of a state which imports 99 percent of its energy, Greensboro's population of 153,000 has had to make energy conservation a way of life since 1972. In that year, the city established the Energy Conservation Commission, an advisory board to assist in the design of a long term management program for the Greensboro area.

The Commission, with members from industry, utilities, universities and insulation contractors, meets once a month and has subcommittees dealing with legislation, technology and public information.

Greensboro has become a leader in several conservation activities. An "energy monitor" checks city facilities, lowering lamp wattage by 20 percent, reducing building temperatures particularly in unoccupied areas, and eliminating over 200 outdoor flood lamps to save 40,000 watts. These efforts have generated a 15 percent savings annually. In addition, computerized maintenance of the municipal office building has reduced energy consumption by 35-40 percent in one year. The success of that effort has led to plans to install a similar computer in the coliseum, a multi-use complex, where the city expects to realize savings of \$35,000 per year. The installation of mini-computers in recreation centers will realize further savings of approximately \$2,000 per center each year.

To minimize fuel consumption and maintenance costs, Greensboro is basing vehicle fleet purchases on true life cycle costing and equipment standardization. A computer program has been developed by a private contractor to track vehicle mileage, gasoline and repair records. By purchasing police and administrative vehicles with a slightly higher bid price but better EPA mileage ratings, it is estimated that gasoline savings will amount to \$55,000 over a two-year period. Furthermore, by reducing the number of different makes of vehicles, lower maintenance costs are realized through reductions in parts inventory and more specialized mechanics.

In other energy conserving steps, the city has created a carpool program in which 51 percent of city employees are participating, and a computer match carpool program utilized by the employees of the city, county and twenty-five businesses.

In addition the city's sanitation and street maintenance departments have assumed a four day work week during peak fuel use periods (while maintaining the number of hours worked); heavy equipment not necessary for worker transport is left at work sites and fueled by a visiting gas truck (in lieu of returning nightly to the city's service center); and an office wastepaper collection and recycling program called "WOW" (We cycle office wastepaper) has been established.

Another innovative program is the use of computerized traffic signals in the city's intersections to help keep cars moving, eliminate unnecessary stops, and reduce idling time. It is estimated that these computerized intersections have reduced delays more than 25 percent and improved overall traffic flow quality, thereby saving 360,000 gallons of gasoline per year and \$750,000 in combined savings from the reduction in lost person/hours and fuel consumption.

In 1977, Greensboro initiated one of the nation's most effective home audit programs. City firefighters, already familiar with home construction, were trained by the local utility to conduct residential energy audits. Such an approach ensures much higher acceptance by homeowners without any diminution in fire protection or greatly increased cost to the taxpayer. The firemen collect the raw data, have it analyzed by the city's utility staff to determine what energy conservation measures are called for, and return in two to three weeks with the results of the analysis. Homeowners are also provided with a "how-to" booklet on energy conservation prepared by the city and a flier from the Greensboro Jaycees explaining the civic group's insulation assistance fund for those who cannot afford to have the work done themselves.

DAVIS, CALIFORNIA

"Some people have said we represent the future. If we represent the future, that's good because the quality of life in Davis is good. We're not giving up anything to save energy; in fact, it's giving our style of living an improvement," -- Mayor Tom Tomasi of Davis, California.

Located in the southwestern corner of the fertile Sacramento Valley, Davis, California, is a small college town of 37,000 people in which bicycles are an integral part of the transportation system and passive solar energy designs are encouraged in new building complexes. Possessing a bicycle transport and safety program which is unequalled in the U.S., Davis maintains an extensive system of bicycle paths and encourages its employees to borrow a bike from the city rack for trips around town. With three registered bicycles for every five residents in Davis, it is estimated that bicycles are now used for about 25 percent of all local trips. Supplementing the bicycles are a student-run fleet of diesel-powered, double-decker London buses which not only provide low-cost, efficient transportation, but charm as well.

However, Davis can boast about far more than its bicycles. Following extensive citizen input in the proposed amendments to the 1971 General Plan, a clear mandate was provided for city officials to design a citywide conservation program. After a year of preliminary research, a proposal for an Energy Conservation Building Code was submitted to the City Council by a research group at the University of California, Davis. The Council accepted the plan ensuring that the resultant Ordinance was not only flexible and easily understood, but allowing for construction using standard building techniques without any significant cost increases. Through adequate insulation, limited window area, light color roofs to reflect summer heat and proper facing of houses to cut down summer heat and hold in winter sun, new homes in Davis use about half the energy for heating and cooling as do comparable homes elsewhere.

Other changes have included: municipal permission, even encouragement, for people to once again use clotheslines; the required use of solar heating systems in new swimming pools; changes in zoning regulations encouraging many business and professional people to work in their own homes in order to reduce travel between home and job; home pick-up of recyclable materials; and the creation of farmer's markets to reduce transportation costs associated with supplying food.

Davis has actually cut its total energy use by at least 5 percent, with a 50 percent reduction in energy demand for heating and cooling, not an unreasonable ten-year goal.

CLINTON COUNTY, MICHIGAN

Situated in a major farming area in south-central Michigan, Clinton County has a population of 50,000 people who have been actively involved in a community energy conservation effort since 1978.

As a result of a \$15,000 grant from the Michigan Energy Administration, the county created an Energy Committee composed of members of local governments, utilities representatives, businesses and consumers and hired an energy coordinator to staff the committee and carry out the actual energy program. Functioning as an advisory group to the Planning Commission and the Board of Commissioners, the Committee discusses energy policy actions for both private and public facilities, and will play a key role in the development of comprehensive, long-term energy planning.

There are three basic elements to the program: energy auditing and improving the county buildings complex, providing energy education for county residents, and providing information and technical assistance to the public.

Extensive energy audits were carried out by private contractors in six major county facilities, the result of which was a report covering "quick fix" approaches (maintenance, housekeeping and operations) and retrofit suggestions identifying cost-saving equipment which could be installed. To heighten energy conservation consciousness, the county has sponsored a number of special activities, including special entertainment and educational activities at the Clinton County Children's Energy Fair.

The outreach efforts of the Clinton County Energy Office are coordinated with Community Resources Volunteers, Inc., a community-based organization funded through the C. S. Mott Foundation and the Youth Community Conservation and Improvements Projects (Title III CETA). Utilizing youth to perform home energy audits and computers to analyze the results, a checklist is prepared for each audited building on "Energy Conservation Opportunities." Statebacked low interest loans are provided to homeowners with incomes less than \$17,800 so that the recommendations can be implemented.

ST. PAUL, MINNESOTA

St. Paul is home of the first company-sponsored vanpool program in the United States. Beginning with six 12-passenger vans in April 1973, the Commute-A-Van Program of the 3M Company has grown to include over 100 vans serving more than 1,000 of the company's 10,000 employees -- resulting in an estimated saving of over 750 parking spaces and thousands of gallons of gasoline. However, not only have parking spaces been freed, but traffic congestion near the office has been reduced, the available labor market has been broadened, and employee morale has improved.

In addition to 3-M's program, other major employees promoting vanpooling have included Cenex (Farmers Union Central Exchange, Inc.) and General Mills, Inc., located in Minneapolis.

One other pleasant discovery is that the vanpool activity has not detracted from carpooling, vanpooling somehow seeming to encourage the growth of carpools. While vanpooling has grown to include approximately 10 percent of the current 3-M labor force, employee carpooling has doubled to include 21 percent (over 2,000) of the employees. Thus ride-sharing has actually increased from 14 percent in 1970 to 31 percent in 1978.

SEATTLE, WASHINGTON

Confronted by the need for additional electric generating capacity, Seattle has decided to "produce" electricity through strict conservation rather than building or buying shares in new facilities. The city, which owns a municipal utility, established a conservation target of 230 megawatts saved per year by 1990.

One of the city's most effective conservation programs has been "Kill-A-Watt", a plan to reduce unnecessary lighting, turn lights off when not in use, lower thermostats, reduce hot water temperatures and turn off space conditioning completely during non-working hours and on weekends. This cluster of low cost action has reduced winter-time energy consumption in Seattle's downtown office buildings by 42 percent.

As a result of its comprehensive conservation program, the city is on target in achieving more comprehensive savings and is considering a further expansion of its conservation goals.

OAKLAND, CALIFORNIA

Following an audit of municipal energy consumption which showed that street lights represented 70 percent of Oakland's electricity costs, the city decided to retrofit street lights in the city, converting from mercury vapor to high pressure sodium lights. This retrofit will pay for itself within 5 years, reduce energy consumption by 50-55 percent for street lighting, and save nearly 17 million kilowatt hours per year, an annual savings of over one million dollars.

In addition to retrofitting, Oakland is providing for centralized maintenance of fire and police vehicles, utilizing passive solar design for a new recreation center, exploring co-generation and utilizing increased use of opening windows rather than air conditioning in city buildings.

KNOXVILLE, TENNESSEE

In response to the energy crisis and downtown traffic congestion, the Tennessee Valley Authority initiated a vanpool program with the TVA Employees Credit Union in June, 1974. Expanding from its original six 12-passenger vehicles, the program now includes 226 vanpools at 10 sites in two states. While becoming an integral part of a comprehensive employee transportation program essential to reaching isolated rural power facilities, the program has allowed the TVA to save at least \$10 million by reducing the need for additional parking and highway facilities and has tripled minority employment on one major construction project where lack of personal or public transportation made the job site inaccessible to many local residents.

BOISE, IDAHO

Boise has begun a program to harness geothermal energy to heat eighteen city, state, Federal and private buildings, eight square blocks of an urban renewal area and the campus of Boise State University. Heating a total of two million square feet of building space, the system will reduce fuel costs by 25 percent and save the equivalent of 20,000 barrels of oil per year.

With partial funding provided by DOE, the City Council established an Energy Task Force and created the position of Energy Coordinator in 1976. Plans for a comprehensive geothermal heating system have been completed and indicate that a major downtown heating district system will not only be energy and cost efficient, but installable within the next two years.

Together with the Public Broadcasting Station at Boise State University, the city intends to produce a documentary movie about geothermal energy to serve as an educational and publicity tool for the general public, local government officials and private business people.

MILWAUKEE COUNTY, WISCONSIN

Over one million people live in heavily-industrialized Milwaukee County, located in the southeastern corner of Wisconsin along Lake Michigan.

Experiencing interruptions in fuel deliveries as long ago as 1971, the county created the position of county energy coordinator and has since gone on to establish an effective, comprehensive energy program for county buildings and facilities. In January 1974, the County Board passed the Energy Conservation and Contingency Action Plan, which required each department to name an individual to be responsible for conservation activities, specified heating and cooling levels in offices, as well as county purchasing and gasoline consumption limits, and established an Energy Conservation Committee to provide recommendations to the County Board. The Committee is chaired by the energy coordinator and includes the county executive, as well as the department heads for parks, institutions, and public works and the county director of administration.

By 1975, the energy staff had grown and was ready to begin energy auditing of county buildings. As a result, over 60 recommendations were developed and \$60,000 appropriated to implement them. Since that time, the County and City have experimented with various solid waste disposal plans, the result of which was the decision to contract with a private firm to receive all of its solid waste and to process it for burning and resource recovery. At the same time, the Wisconsin Electric Power Company has been buying the "light fuel fraction" produced from the processing of the solid waste material, to burn along with coal in its pulverized coal suspension-fired boilers. This light fraction was quite significant in that it represented approximately 60 percent by weight of the city's domestic solid waste. Twenty percent of the waste is composed of ferrous and nonferrous metals, glass and other resources which were all recoverable.

The remaining material, known as the "heavies fraction," was slated for disposal at a landfill but may now possibly be saved and burned along with coal by modifying existing boilers.

The County has completed plans to institute a computer system to control functions in various county buildings and is presently adding a commercial solar energy heating and hot water facility to its recently completed Washington Park Community Recreation Center, a building featuring passive solar energy design.

With the assistance of industry and the state, Milwaukee County has organized a successful carpooling program. Large companies designated "Carpooling Coordinators" workshops were held, heavy media advertising was conducted and American Motors agreed to issue rebates of between \$25 and \$200 for authorized carpoolers who bought new AMC cars.

In addition to purely government efforts, the County has become one of the charter members of a nonprofit corporation called the Milwaukee Alliance to Save Energy, a community-wide energy conservation organization. Initial efforts have included home and commercial energy audits and expansion of present park-ride and carpooling programs.

HILLSBOROUGH COUNTY, FLORIDA

Located on the west coast of the Florida peninsula, Hillsborough County has a population of over one-half million people spread over 1,038 square miles. Advice on various energy projects is provided by the Joint Citizens Energy Advisory Committee, composed of citizens with knowledge of energy from both the public and private sectors in Hillsborough County and Tampa. Established by the City Council and the County Commission to examine energy concerns important to the metropolitan area, the group holds monthly meetings to review the energy model and prepare recommendations for the County Commission.

Based on Committee recommendations, the County Commission has taken a two pronged approach to conservation: energy management for county buildings and an input-output model of natural and manmade energy systems in the county to aid in policy evaluation and development. The improved management practices have effectively reduced energy usage while the model has been particularly helpful in assessing the impact of different ordinances and subdivision regulations on energy consumption.

KANSAS CITY, MISSOURI

Six months prior to the 1973 oil embargo, Kansas City formed the Energy Management Committee, a group of city officials and professionals charged with mapping out a departmental conservation program. They achieved immediate and visible results, as the city cut its gasoline consumption by 20 percent and its heating oil purchases by 17 percent.

The most comprehensive effort the city undertook was "Operation Button-Up", a Federally-funded program designed to explain to homeowners the benefits of insulation, weatherstripping and other energy-saving measures. While the program is no longer in existence, many Kansas City businesses and the local utility have adopted similar programs. In addition, Operation Button-Up has helped make available low-interest loans for the purchase of insulation.

The Committee also established a widely accepted intergovernmental carpooling program for city, county, state and Federal employees working in downtown Kansas City. Heavy publicity for the carpool and mass transit programs has helped encourage at least 20 percent of all city employees (not counting the police) to ride to and from work in carpools or on the bus. For carpools, a computer is used to match employee's work hours and home and office locations, with over 2000 names currently on file. At the same time, private employers have been urged to institute similar programs. In those cases where several city employees live in close proximity, a vanpool has sometimes been established, with a city-owned or leased van assigned to a driver who provides rides at prices competitive with bus rates. Drivers ride free and during the day when the vans would otherwise be idle, they are used to supplement the city's "Share-a-fare" program, providing low cost transportation to the elderly and handicapped.

The city fire department has acquired "Quick Response Vehicles" to respond to minor emergencies. These smaller and more maneuverable vehicles use less fuel than larger fire equipment. Another fire department innovation is the construction of a solar-heating system for a fire station, a project with an estimated payback of only 8.8 years.

A number of conservation measures have been taken with the city's vehicle fleet, including timelier changes of oil, installation of an additional oil filter to extend the life of the oil, sale of used oil to a private contractor for processing fuel, monitoring to reduce travel and fuel usage in city vehicles by 15 percent, an automated Equipment Management Information system, and elimination of all fullsize vehicles from the fleet.

In City Hall, energy coordinators have been assigned to each floor to help identify and reduce unnecessary lighting through such ideas as the installation of multiple switches thereby permitting lights to be turned off in vacant areas. Reduced lighting has provided annual savings of at least \$500 per floor. City Hall has also been the location of a paper recycling program.

Kansas City is presently considering a number of additional conservation actions, including the purchase of electric cars for the city motor pool, the development of an underground park for city office use and public recreation, the design of a wind-powered system for purifying methane from retired sanitary landfills to be used for fuel in local heating, the use of subsurface air as a cooling system and the implementation of a city-wide recycling program for newspaper, aluminum, steel and glass.

Cong. Deleg.

REP. JAMES OBERSTAR
(D-Minnesota-8)

Committees: Merchant Marine and Fisheries (15)
Coast Guard and Navigation
Fisheries and Wildlife Conservation
and the Environment

Public Works and Transportation (10)
Economic Development
Oversight and Review
Water Resources

Administration Support: 78.6%

Favorable Votes:

Windfall Profits Tax
U. S. Zimbabwe Rhodesia Policy
Mottl Anti Busing Amendment
Final Passage, Department of Education
Alaska Lands
Final Passage, Panama Canal Treaties Implementation
Tellico Dam

Unfavorable Votes:

Gasoline Rationing
Amtrak, Route Restructuring

Personal Background: Elected to Congress in 1974; 45 years old; married (Jo); four children; former Administrative Assistant to Congressman John Blatnik, 1963-74; Administrator of House Public Works Committee, 1971-74.

District Information: Northeast corner of state; Minneapolis and St. Paul suburbs; Lake Superior port of Duluth; mines and ships most of the country's iron ore.

Energy Issues: Congressman Oberstar has promoted tax credits for wood burning stoves and has been critical of the "rush" to diesel engine cars on the premise that diesels require more crude oil than gasoline engines.

Other: You and the Vice President spent time during the 1978 campaign in Congressman Oberstar's district working for Bob Short, Wendall Anderson and Rudy Perpich. The occasion was a rally at the local high school.

He will be flying to St. Paul with you and will have just left a meeting with Secretary Bergland.

REP. BRUCE VENTO
(D-Minnesota-4)

Committees: Banking, Finance and Urban Affairs (24)
Consumer Affairs
Economic Stabilization
Housing and Community Development

Interior and Insular Affairs (22)
Energy and the Environment
National Parks and Insular Affairs

Administration Support: 76.9%

Favorable Votes:

Windfall Profits Tax
U. S. Zimbabwe Rhodesia Policy
Mottl Anti Busing Amendment
Final Passage, Department of Education
Synfuels
Final Passage, Panama Canal Treaties Implementation
Tellico Dam
Gasoline Rationing

Unfavorable Votes:

Amtrak, Route Restructuring

Personal Background: Elected to Congress in 1976; 39 years old; married (Mary Jean); three children; former teacher; Minnesota House of Representatives, 1971-76; Assistant Majority Leader and committee chairman.

District Information: Part of St. Paul and surrounding suburbs; solidly democratic; formerly represented by Eugene McCarthy.

Energy Issues: He has been generally supportive on energy votes and favored the creation of the Department of Energy. He supports vertical and horizontal divestiture. Vento should be encouraged to continue his support of the legislation creating the Energy Mobilization Board and especially giving the board sufficient powers to expedite critical energy facilities while still protecting the balance between procedural and substantive law. He has been disposed to limit the powers of the EMB and if this view prevails, the House will not produce a board with sufficient authority to cut through red tape.

Other: Congressman Vento will be meeting you at the airport and introducing you to Gerry Spiess, who sailed a 10ft. boat from the United States to England.

C

MINNESOTA

Statistical Background

o Population in mid-1978 was 4.0 million, making Minnesota the 19th most populous state. Growth in population since 1970 was 5.3%, compared with 7.3% for the nation.

o The unemployment rate was a very low 3.6% (not seasonally adjusted) in May 1979, unchanged from a year earlier. The unemployment rate for the total U.S. in May was 5.7% on a nonseasonally adjusted basis, having declined 0.3 percentage point from a year earlier.

o Employment in May was 2.0 million (unadjusted) and had risen a strong 4.0% from a year earlier. This compares with a 2.5% increase for the nation over the same time period. (The unemployment rate for Minnesota was unchanged despite the good progress in employment because the number of people looking for work also rose by 4%. Labor force growth for the nation was only 2.2%.)

o Income: Minnesota's per capita income in 1978 was \$7,847, ranking 18th among the states and 0.5% above the national average. Since 1977 per capita income had advanced by 10.2%. Per capita income for the total United States was \$7,810 in 1978 and had grown 11.2% from a year earlier.

o Industry: With three-quarters of the state in farmland, agricultural products such as oats, corn, soybeans, barley, eggs, chickens, turkeys, and other livestock play an important role in the state economy.

Minnesota is the nation's leading producer of iron ore. Main manufactures are food and kindred products, pulp and paper, and machinery -- particularly farm equipment.

St. Paul

o Population of the city in 1976 was 272,465, down 12% from the level in 1970. Over the same period, the population of the Minneapolis-St. Paul metropolitan area rose by 3% to 2.03 million.

o Unemployment rate for the city of St. Paul in May 1979 was 3.7%, unadjusted, unchanged from a year earlier.

o Employment was 142,600, unadjusted, in May and had grown by 3.0% from a year earlier. (Labor force expansion of the same amount left the unemployment rate unchanged.)

STATISTICAL DATA - MINNESOTA

<u>Population</u>	<u>Minnesota</u>	<u>Minneapolis-St. Paul</u>
Total	3,916,105	2,010,841
%female	51.0	54
%male	49.0	46
%Urban	66.4	n/a
%Black	.9	4.0
%Spanish	.6	3.0
%Foreign Stock	18.6	23.0
Pop. Change 70-75	3.1	3.2
%65 years or older	11.2	9.2
%18 years or older	63.5	71.0
<u>Personal Income:</u>		
Per Capita Income	4,675	5,206
Median Family Income	9,928	10,400
%25,000 and over	4.3	4.4
%15,000-24,999	16.0	17.0
%below poverty line	8.3	6.8
<u>Civilian Labor Force</u>		
Total	2,060,000	1,090,000
%in manufacturing	21.1	24.9
%in retail & whole-sale trade	22.1	22.8
<u>Unemployment Rates</u>		
01/77	6.8	5.3
03/79	4.2	3.0
04/79	4.0	3.0
05/79	3.6	2.8
06/79	n/a	n/a
%Change 01/77-present	- 47%	- 47%
Popular Vote for President, 1796, % for Majority party	D-54.9	D-55.3
% of Voting Age Population Casting Votes	71.4	n/a

Notes:

n/a - indicates not applicable or not available

AGRICULTURAL BACKGROUND

1. Minnesota Commodity Data:

<u>1977 CASH RECEIPTS</u>	<u>AMOUNT</u>	<u>NAT. RANK</u>
Total	4,323,000,000	5
Livestock and products	2,239,000,000	6
Crops	2,084,000,000	5

THE FIVE LEADING COMMODITIES

Dairy products	817,000,000	4
Cattle calves	651,000,000	10
Soybeans	593,000,000	5
Corn	567,000,000	5
Hogs	509,000,000	5

2. Producer Payments

Disaster (as of 7-26-79)

78 crop \$4,293,027

Deficiency (as of 6-14-79)

78 crop wheat \$29,349,291

78 crop barley \$10,587,594

Wheat Haying and Grazing (as of 7-31-79)

78 crop \$44,462

Diversion (as of 7-31-79)

78 crop feed grain \$928,178

CONSERVATION PROGRAM ALLOCATIONS

Agriculture Conservation Program (ACP) \$6,432,000 (as of 4-17-79)

Emergency Conservation Program (ECP) \$ 565,842 (as of 6-11-79)

3. Per farm net income after inventory adjustment - Minnesota:

1977	\$14,323
1976	\$ 5,077
1975	\$ 9,444
1974	\$13,264
1973	\$19,337
1972	\$ 7,798
1971	\$ 6,145
1970	\$ 6,772
1969	\$ 5,358
1968	\$ 4,679

4. Grain Reserve Activity as of 8/10/79 - Minnesota

	<u>Quantity Placed In Reserve</u>	<u>Quantity Redeemed</u>
Barley	12,773,789	950,951
Corn	143,918,065	11,100,945
Sorghum	26,675 CWT	3,332 CWT
Oats	13,763,738	2,712,721
Wheat	55,308,768	10,591,736

All figures given in bushels except where indicated.

5. General Outlook: Crop levels and prices appear high and stable. The Main problem at this time is transportation of agricultural products. The Duluth grain elevator strike has blocked Great Lakes shipping, resulting in transportation snarls due to overburdening the Twin Cities and other shipping centers.

Strike is having a severe impact on grain prices at country shipping points in Minnesota, South Dakota, North Dakota, and Montana. In some areas, grain prices are down as much as 50¢/bushel on most grains.

6. Agricultural Disasters

Twenty-two counties in southwestern Minnesota were recently declared disaster areas because of excessive wind and rain damage.

Minnesota Statewide Issues

1. Energy

A. Coal

o The increased coal shipments between western mines and eastern powerplants has produced an acute rail traffic problem along the Burlington and Northern main lines between Bismarck, North Dakota, and St. Cloud, Minnesota. A Rail Traffic Task Force of State and Federal representatives is studying the problems of rail-highway crossings, noise and air pollution, vibration, and impacts on land use along rail corridors.

o Coal-fired plants generate over half of all electricity produced in the State. By 1985, State energy officials project that coal will fuel a projected 70 percent of all electrical generation. Many socioeconomic, environmental, and wilderness issues will affect siting of additional major coal-burning facilities to support this growth.

B. Nuclear

o In July 1977, the State Legislature enacted a Bill prohibiting any work in relation to a repository for nuclear waste in the State without the approval of the Legislature.

C. Oil

o Minnesota is involved in considering proposed alternative pipelines for transporting Alaskan and other crude oil to the Northern Tier States (including Washington, Oregon, Idaho, Montana, Wyoming, North Dakota, Minnesota, Wisconsin, Michigan, Illinois, Indiana and Ohio). Governor Quie has indicated interest in both the Northern Tier Pipeline Company proposal (NTP) which had been rejected by the Minnesota Energy Agency and the Alternative Wood River Pipeline proposal (WRP). He believes the State will benefit from both pipelines. The WRP could be in operation by 1980 and would satisfy short-term oil needs and the NTP could be built by 1985 to help the State's supplies in the future.

D. Fuel Supplies

o Gasoline -- Minnesota is experiencing a general shortage of gasoline throughout the State and there are lines at stations in Minneapolis. The State has now instituted minimum purchase requirements and mandatory hours of operation for filling stations.

o Diesel Fuel -- The State Energy Office reports that deliveries of diesel fuel are about 83% of the same period last year. Inventories are down by one-third. The State perceives that Federal rules in connection with the priority use of middle distillates are not honoring the priorities. DOE has a diesel fuel task force which is working with the States to help obtain supplies of diesel fuel, and insure that the regulations are enforced.

Due to rapidly rising diesel fuel costs, many independent truckers have discontinued hauling operations. Some truck stops are reported to be blocked by these truckers in an effort to expand the slowdown of freight hauling operations.

The truckers are concerned that, while operating costs have increased dramatically, the rates they get for hauling do not reflect increased costs. The Interstate Commerce Commission last month approved a measure which permits increased diesel fuel costs to be passed on to consumers. The DOE supported the measure. In an effort to further ease the diesel supply situation, the DOE is working with States in connection with the potential for several States to raise State weight limitations up to the Federal level (80,000 pounds) and to remove restrictions against twin trailers.

o Home Heating Oil -- State energy officials are concerned about the potential for a home heating oil shortage this winter. Although middle distillate inventories are low, suppliers expect to build up heating oil stocks by November. The DOE has encouraged distillate inventory buildup and is monitoring the situation to assure that adequate stock is available for the winter heating season.

E. DOE Initiatives

o DOE is implementing a program to accelerate re-development of existing low-head dams which are amenable to the construction or renovation of hydroelectric facilities. In Minnesota, a contract will be negotiated to redevelop a small dam site owned by the Rochester Public Utility Department.

o DOE is conducting a consumer research program in Minneapolis, St. Paul and five other cities across the country. The program will test methods of increasing consumer awareness of possible energy savings using available energy efficient products. The "Energy Cost of Ownership" (ECO) program is using direct mail to retailers and the media in each city to invite general public participation in a "lottery" which offers energy saving devices for the home as prizes. The budgeted media funding for Minneapolis is \$209,570.

o The University of Minnesota has 26 active contracts totaling over \$13 million to do research in high energy physics, basic energy services, and biomedical and environmental studies.

o DOE has provided \$313,000 to the Minnesota Zoological Garden in Apple Valley for a solar hot water and space heated rest room facility. The project uses 9,000 square feet of flat plate solar collectors and is adjacent to a new monorail system being built through the park. The facility will be dedicated this summer.

o DOE is also conducting a study of eight city/county areas including Minneapolis and surrounding Hennepin County to determine the role of local governments in energy policy and planning. A draft report is being prepared based on interviews and surveys of local energy officials in the selected areas.

o Minnesota Mining and Manufacturing (3-M) Minneapolis, has contracts of nearly \$10 million to do research and development for DOE's nuclear-powered space systems program.

o The Midwest's Regional Solar Institute, the Mid-American Solar Energy Complex (MASEC) headquartered near Minneapolis, will serve as a solar commercialization laboratory for 12 midwestern States.

o DOE contracts and grants to the State during FY 1978 totaled \$16.4 million.

F. State and Local Initiatives

o Northern Minnesota has the second largest area of peat deposits in the United States -- 14 percent of the estimated total reserves or the equivalent of 200 trillion cubic feet of natural gas. The deposit extends over 6 1/2 million acres. The Minnesota Gas Company, working with DOE and the Institute of Gas Technology, is carrying out a two-year program to evaluate the feasibility of getting synthetic natural gas from peat. The economics of peat gasification are promising, but some environmental questions, particularly the impacts of peat harvesting, remain. The State Department of Natural Resources is studying this issue.

o The Minnesota Department of Economic Security has received \$4.2 million in Federal funding for low-income home weatherization. By the end of FY 1979, over 12,000 households will have received assistance.

o Hennepin County is a member of the Urban Consortium, an organization of the 36 largest cities and counties in the Nation. The Energy Task Force of the Consortium has received an \$878,000 grant from DOE to develop innovative methods for adopting energy technologies to urban needs.

2. Duluth Grain Shipment Strike

Since early July, Local 118 of the American Federation of Grain millers has been on strike against eight large grain companies which ship from the Port of Duluth. These 350 workers are responsible for transporting all grain from storage facilities to the Port, and they have been able to effectively shut down the Port. There is no feasible rail or other alternative for shipping this grain. With local elevators nearly full and the harvest beginning next week the situation has become a matter of considerable concern. Governors Quie (Minnesota) and Link (North Dakota) have requested a meeting with you during this trip and a number of Congressmen and Senators have been concerned including Oberstar, Hagedorn, Boschwitz and others.

The key issue in the strike involves cost-of-living protection. At this point it does not appear likely that the parties have yet experienced enough economic pressure to make a settlement likely within several weeks. The workers had received considerable overtime before the strike and the companies apparently can fulfill their commitments from other sources.

Our strategy has been to try to gradually increase the pressure on the parties. The Department of Labor believes we would have no chance at this point of satisfying the Taft Hartley test of demonstrating danger to the "national health and safety".

We have had a federal mediator from Washington working actively on the case since last week. In addition Secretary Bergland has let it be known that he may use his authority to transfer to other ports shipments of grain moving under American aid programs. This step would severely affect the Longshoremen in Duluth and this factor could add to pressures on the grain millers union.

This afternoon the Press Office issued the statement you approved announcing your decision to meet with Governors Link and Quie. Attached is a copy of that statement. Jack will have additional information for you.

Home Heating Oil

There is great concern about availability of sufficient home heating oil. Governor Quie has said he anticipates a shortage based on available current information.

Although middle distillate inventories are low, suppliers expect to build up heating oil stocks by November. Notwithstanding continuing progress to meet our 240 million barrel target for this winter, Minnesotans remain very concerned and want assurances.

Red Lake Indian Takeover

On May 19, 1979, there was a takeover of the BIA Law Enforcement Center at the Red Lake Indian Reservation. This center, the tribal offices, a local grocery store and the home of the tribal chairman, Roger Jourdain, were subsequently burned, resulting in damage of over \$4,000,000 to two Federal buildings and 28 vehicles. The FBI was called to the scene

and six men have since been arrested and charged, and five were convicted of conspiracy and other charges. Mr. Jourdain remains under FBI protection and has as yet not returned to the reservation. The situation is still tense but has stabilized. Bureau programs are fully operational, and some tribal programs are again functional.

Environment and Natural Resources

5. Upper Mississippi Wild and Scenic River Proposal

In January 1975, the National Wild and Scenic Rivers Act was amended to provide for studies of several rivers, including 353 miles of the Upper Mississippi from Lake Itasca to the city limits of Anoka, Minnesota, a suburb of Minneapolis-St. Paul. The study, conducted by the Bureau of Outdoor Recreation (now Heritage Conservation and Recreation Service) of the Department of the Interior, concluded that the river was a suitable addition to the national system with 41 miles classified as wild, 208 miles designated scenic, and 104 miles recreational. A combination of Federal and state administration was proposed.

The Upper Mississippi proposal was included in both of your environmental messages. The August 1979 statement proposes that the National Park Service will complete a conceptual master plan for the river by April 1980, a goal which the Service intends to meet. This departure from normal practice, in which a master plan is developed after passage of legislation designating components of the Wild and Scenic Rivers System, is an outgrowth of local fears that the impact on local property owners would be burdensome if the designation were enacted. Conservation organizations, which have long advocated preservation of the Upper Mississippi, have supported the new approach as they see it as the only politically practical means to gain needed local support for the proposal.

The proposed designation is popular in the Twin Cities area. However, at public hearings along the river last year, local landowners voiced overwhelming opposition to the proposal, saying they fear designation of the Upper Mississippi would result in more recreational use and, in turn, more litter and destruction of shoreland property. Local landowners also complained of a "federal landgrab" of private property.

6. Pollution of Mississippi River

The FDA limit for PCB's in edible portions of fish was recently lowered from 5 parts per million (ppm) to 2 ppm. The effect of this limit is to prohibit interstate shipment of fish from the Mississippi River. (This was true even for the 5 ppm standard.) The commercial fishery has a value of \$500,000 per year according to Wisconsin statistics.

US-EPA and State data show water quality violations for fecal coliform bacteria routinely on the river. This problem is caused largely by the poor treatment from the large Metropolitan Waste Control Commission treatment plant at Pig's Eye. The effect of low dissolved oxygen is to limit the ability of fish to survive and propagate. These problems are correctible and EPA and the Minnesota Pollution Control Agency are working to solve them.

7. Aircraft Noise Exposure from Minneapolis-St. Paul International Airport

Many communities around the airport are exposed to aircraft noise. Key communities are north and northwest Minneapolis, north and northeast St. Paul, west Richfield, and southwest Egan and Bloomington. The Communities, Airports, Airlines and other affected organizations have formed a council to monitor the problem and search for solutions. The organization is known as MASAC (Metropolitan Aircraft Sound Abatement Council).

8. Republic Airlines

On June 5, 1979, you signed the Order authorizing merger of North Central Airlines and Southern Airlines. Republic Airlines will be the new name when the merger is completed by October 1, 1979, and corporate headquarters will be located in Minneapolis. Republic Airlines will operate more than 100 aircraft and will be the Nation's sixth largest airline. The inaugural flight was July 1, 1979.

9. Cut-back on Amtrak Service

Two Amtrak trains are running through central Minnesota and one is scheduled to be eliminated (as of 8/15/79).

MILWAUKEE RAILROAD

Last week the trustee for the Milwaukee Railroad filed his plan of reorganization with the bankruptcy court. The trustee's plan called for sale or abandonment of about two thirds or 6,600 miles of track. The system to be preserved would contain 3,200 miles of track in the eastern part of the territory serving Chicago, Milwaukee, Minneapolis, Duluth and Kansas City.

The Department of Transportation supported this plan before the court. This support has upset those who favored keeping more of the railroad, principally the unions and the States of Montana and Washington. In the midwestern area through which you will be traveling, however, the action the Administration took will generally be viewed favorably since it should result in continued rail service by the surviving part of the Milwaukee. DOT has been working actively with several of the States, such as Iowa and North Dakota to help them preserve their branch line track under our state-federal aid programs.

St. Paul Issues

1. Energy

1. Mayor George Latimer announced a major Saint Paul energy program within the past two weeks, identifying the priority for the city's future. He announced creation of a Task Force of 100 community leaders with whom you will be meeting. The Task Force objective is to develop a comprehensive inventory of practical ways of controlling energy usage in the City of Saint Paul (housing, transportation, education, etc.). This is a bottom-up approach to get everyone involved in the serious business of energy conservation. Response to the task force idea has been overwhelmingly favorable.

2. One month ago the City announced that it was proposing a 250-acre model Energy Park. The Energy Park would be an integrated development containing an office/industrial section having a sole focus on energy businesses with a possible relationship to the University of Minnesota's interest in energy/high technology areas. It would also contain a section for high-density, European-style energy efficient dwellings. The Park itself would exemplify the best of what we now know about energy efficiency and conservation. At the same time, it would be geared directly towards jobs production and much needed housing in the Saint Paul area. It is intended to be a model for the rest of the city, the state and the nation in order to demonstrate that a city can actually do something, on a large scale, regarding energy problems.

3. Three weeks ago Saint Paul was selected as the national pilot city for a hot water district heating project. The Department of Energy awarded a one-half million dollar grant. The project has the potential of saving enough fossil fuels to heat the equivalent of 200,000 residences in the Minneapolis-Saint Paul area. The Mayor chairs a public/private corporation to manage the project. It reflects the best of public/private cooperation.

4. Saint Paul was selected two weeks ago by the Environmental Protection Agency to undertake a feasibility study for modular trash-to-energy units to be located in the urban area. This is a Phase II implementation study.

5. On August 9, 1979, the city requested of DOE that it be given the opportunity to work directly with the Department of Energy in order to become a model energy-conserving city. The focus would be a managed energy program creating jobs, conserving traditional fuels, incorporating the use of alternative technologies and energy sources, well allowing citizens to make real energy-use decisions.

Also, the Mayor was appointed as chair of a statewide energy committee of the Minnesota League of Cities. The first meeting was held this week with a large number of out-state mayors present. The session brought into play the practical concerns of the interdependence of urban and rural areas in addressing the energy crisis using indigenous fuel sources such as crop residue and agricultural biomass.

Finally, there are numerous interesting demonstration projects in the Twin Cities area. Two of the most notable are the following:

1. Ouroboros East, 1020 Laurel St., St. Paul

Ouroboros East is an older citizens home in the St. Paul inner city area which is being renovated to demonstrate energy conservation and innovative alternative energy systems. The upper portion of the south side of the two-story house has been equipped with an active solar collector. The lower portion has an attached greenhouse that serves as a passive solar collector and also provides vegetables and flowers. The human and kitchen wastes are captured in a tank that produces methane gas for space heating and cooking. Insulation and other energy conservation measures have been applied throughout the building envelope. The project holds frequent open houses to demonstrate conservation and alternative energy systems to residents of the surrounding neighborhood.

The project is a cooperative effort among faculty members of the University of Minnesota (UM), members of the neighborhood and the Minnesota Science Foundation.

2. Williamson Hall, University of Minnesota campus

Williamson Hall is an 85,000-square-foot bookstore, admissions and records building constructed underground. The underground location cuts its energy requirements in half. In addition, a solar system nearing completion will meet 60 percent of its remaining heating requirements and 40 percent of its cooling requirements. The building is designed around an enclosed atrium giving it an open, sunlit appearance despite its underground location.

The hall is representative of a number of new underground buildings in various stages of construction in Minnesota, including a new Civil and Mineral Engineering Building. The Underground Space Center at UM receives some 100 letters a day from members of the public seeking information on the construction of underground homes and other buildings.

2. Housing and Urban Development

I. Major Administration Initiatives

A. Community Development Black Grant Program ✓

The City of St. Paul is a Formula Entitlement City. Their FY'79 entitlement grant approved on May 25, 1979 was in the amount of \$12,311,000. Since 1975 the city has received \$83,762,000 in CDBG funds.

B. Urban Development Action Grant (UDAG) Program

The City of St. Paul has received approval of three Urban Development Action Grant applications. On August 23, 1978, \$4.8 million was approved for a downtown commercial project. The two UDAGs approved in April and July, 1979 are described below:

St. Paul, Minnesota has received preliminary application approval for a \$1.8 million Action Grant to help the St. Paul Port Authority develop an industrial park. Brown and Begelow, one of the city's largest employers, will move its plant to the site and expand operations. The Federal money will be used to help the Port Authority prepare the site for development and begin construction of a 400,000 square foot building scheduled for completion by July 1, 1980. Action Grant: \$1,875,000. Private sector commitment: \$12,400,000. Permanent new jobs: 397. Jobs retained: 1,425.

St. Paul, Minnesota has received preliminary application approval for an Action Grant of \$1,314,000 to substantially rehabilitate the East Seventh Street Neighborhood. St. Paul has been working closely with the 3M Company, which has agreed to invest \$8,000,000 in an office expansion in the East Seventh Street neighborhood. This is 3M's largest commitment to reinvestment in the City of St. Paul in nearly 25 years. Action Grant: \$1,314,000. Private financial commitment: \$8,000,000. New permanent jobs created: 250. Existing jobs retained: 3,550. Construction jobs: 50.

C. Section 312 Rehabilitation Loan Program

During Fiscal Year 1979 the City of St. Paul has expended \$1,496,650 in Section 312 funds for rehabilitation of single family residences.

D. Housing Development

The Department on June 14, 1979 reserved funds for two Section 8 Projects in the City of St. Paul. A total of \$1,641,600 of Budget authority was reserved for a demonstration project sponsored by the Women's Advocate Center Housing for Battered Women. This project will provide 12 units of housing. In addition, \$4,351,200 of Budget authority was reserved for 28 units of Section 8 family housing in a partially subsidized 140 unit project.

The Department is anticipating construction starts during this fiscal year for the following number of units:

121 unit Section 202 Elderly Project
103 unit Section 8 project for the handicapped
67 unit Section 8 for the elderly

The Department is also anticipating completion of 71 units of Section 8 family housing in the City of St. Paul.

E. Housing Management

The City of St. Paul has received a grant of \$7,350,000 through the Public Housing Urban Initiatives Program for the McDurnugh Home project, a St. Paul low rent public housing family project. Particular emphasis will be placed on rehabilitation, security, and social services. There are 489 units in this project.

F. Negotiated Investment Strategy City

The City of St. Paul was recently selected by the Region V Federal Regional Council as a Negotiated Investment Strategy City. Public announcement of this was made on August 3, 1979, and final negotiations between the FRC and the City of St. Paul are currently being completed.

The negotiated investment strategy is an attempt to create a more rational, coordinated approach to planning and the expenditure of public and private money in selected urban centers.

3. Transportation

1. Presidential Initiative on Rural Transportation:
The Region V Federal Regional Council has selected St. Paul as the site for a regional conference to discuss recently announced White House Rural Development Initiatives to improve transportation. The conference is scheduled for October 22, 1979.

2. Mass Transit: Increase in transitridership in the Twin Cities is 10.2% according to American Public Transit Association figures.

4. Historic Preservation

GSA is negotiating with St. Paul to rehabilitate the Union Train Depot, which is on the historic building register.

5. Justice/LEAA

The U.S. Commission on Civil Rights is investigating civil rights enforcement in the St. Paul/Minneapolis area. Hearings were planned and a report is expected in the next few months. The findings could lead to enforcement action by a number of Federal agencies, include LEAA.

Significant media attention has been given recently to complaints of racial discrimination in the placement of prisoners in work programs by the Minnesota Department of Corrections. LEAA has two complaints under active investigation.

LEAA provided approximately \$600,000 in start-up funds for a team policing project in St. Paul. This effort has been institutionalized by the City using its own resources and has received favorable publicity.

Mayor forms energy panel to fight cost

By DENNIS LIEN
Staff Writer

The formation of a 100-member energy task force for the city of St. Paul was announced by Mayor George Latimer Tuesday.

It is patterned after comprehensive programs in two other American cities. Those programs have been designed to save residents millions of dollars in energy costs during the next decade, according to representatives of Portland, Ore., and Davis, Calif.

The Portland City Council is expected to adopt a policy today that would require far-reaching conservation measures from its residents. Davis has been adding requirements each year to an energy program that began four years ago.

"It's estimated that just on residential homes, the cost (of weatherproofing) will be \$300 million in the next 10 years," said Dan Churchill, an aide to Portland Mayor Neil Goldschmidt. "But the payback in reduced energy will be \$450 million."

THE TASK force announced by Latimer will have until Dec. 9 to develop suggestions to cut energy consumption in St. Paul. Its members will be appointed by Sept. 1.

It will be divided into five subcommittees with 20 members on each: transportation, existing housing and zoning, new housing and construction, education and large energy users.

In forming the task force, Latimer said it is time St. Paul takes the initiative in developing energy-saving programs rather than waiting for them to be imposed by the federal government. Latimer said his office will push for enactment of the task force's suggestions.

"I DON'T know anywhere else it can come together other than right here in city government," he said at a press conference Tuesday.

The private and public inter-

ests that Latimer is gathering also were instrumental in formulating the programs in Portland and Davis.

Here's a brief description of what each city has done:

- Portland's policy would require all businesses and homes to be "fully weatherized" before they are sold. An energy audit would be required of each structure by 1984.

- Low-interest loans would be available to residents to insulate their buildings. Payments would be arranged so they would be offset by energy savings at each building.

- Neighborhood districts would be rezoned — allowing greater clustering of commercial areas — so vehicular traffic would be reduced.

- A one-cent gasoline tax would be imposed, with revenues channeled toward energy-saving road projects.

- Trash haulers would be required to offer residents recycling options at no additional cost.

- Neighborhoods would be allowed to finance cooperative power transmission systems such as solar panels.

- Motorpools are being encouraged.

Davis's plan evolved from the city's general plan in 1975.

ACCORDING TO Gloria McGregor, the city's community development director, land management was the first priority. "We changed our overall policy from anything goes to a policy leading toward a very contiguous and closely aligned city," she said.

One of the effects of the policy was a doubling of the city's population density.

- New buildings were sited along north-south lines with glass concentrated on the south side to get maximum exposure from the sun during winter

See Energy, Page 12

ST. PAUL
PIONEER
PRESS

AUG 1
1979

In Mayer Gate

St. Paul Sunday Pioneer Press

The Voice of Minnesota



BERNARD H. RIDDER, 1883-1975 JOHN R. FINNEGAN, Executive Editor
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July 8, 1979

EDITORIAL PAGE

Will St. Paul become Energy City, U.S.A.?

St. Paul pulled one of its big proposals off the shelf and set it to motion last week. It is a plan for creating a system to use "waste heat," primarily from power generation, to heat water that then would be piped out to heat downtown buildings.

It's called district heating and the potential impact on energy use in the city is tremendous. They're talking about heating the equivalent of 200,000 houses.

Initial planning has been done by city and state officials with representatives of labor and business, including Northern States Power Co. A non-profit corporation has been set up to carry the proposal to federal agencies, and Hans Nyman, who designed and built a hot water district heating plant in Uppsala, Sweden, has been named chief operating officer of the corporation.

The corporation hopes to get funds from the U.S. Department of Energy for preliminary engineering and financial feasibility studies. If the plan appears feasible — that is, if it will do what it should do and is affordable — actual work could begin in the spring of 1981.

The district heating proposal was pulled together just as ground work was completed on an experimental approach to getting the most out of federal aid to cities. St. Paul is one of three cities chosen to test that approach — called the Negotiated Investment Strategy (NIS) — and will seek funds for four major projects. One of the projects is a complex of energy-management proposals, including district heating, aimed at making St. Paul a national model of efficient energy use. (The others are the Midway industrial park, Lowertown, and the Mississippi corridor.)

So these two very exciting developments will be coming together soon: a do-something energy plan (that also should help make downtown St. Paul more attractive to new business) and a new way of combining federal, state, city and private resources to accomplish goals set by the city itself. There are, to be sure, a great many moving parts to be meshed but the movement is certainly in the right direction.

Wabasha, MN
Saturday, August 18

WABASHA, MINNESOTA

Wabasha, a town of 2500, expects to have 20,000 people on hand to greet the President when the Delta Queen stops to take on fresh water Saturday morning. The townspeople hope to present a non-edible birthday cake to the First Lady, filled with scrolls detailing local efforts to combat the energy problem; a tee shirt to Amy; and a hand-made oak cross made from local wood along with a framed copy of a proclamation to the President. The proclamation is "A Call for Unity," declaring "A day of positive unity for the future of the United States of America."

Should the President disembark, his greeters at dockside will be:

Mayor John Meisch, Jr. (D) and wife Fairy

Ron Marcou and wife Terry

--Former Vice President of Operations for the
Delta Queen

John Wodele and wife Linda

--President, Wabasha Chamber of Commerce

John Hall

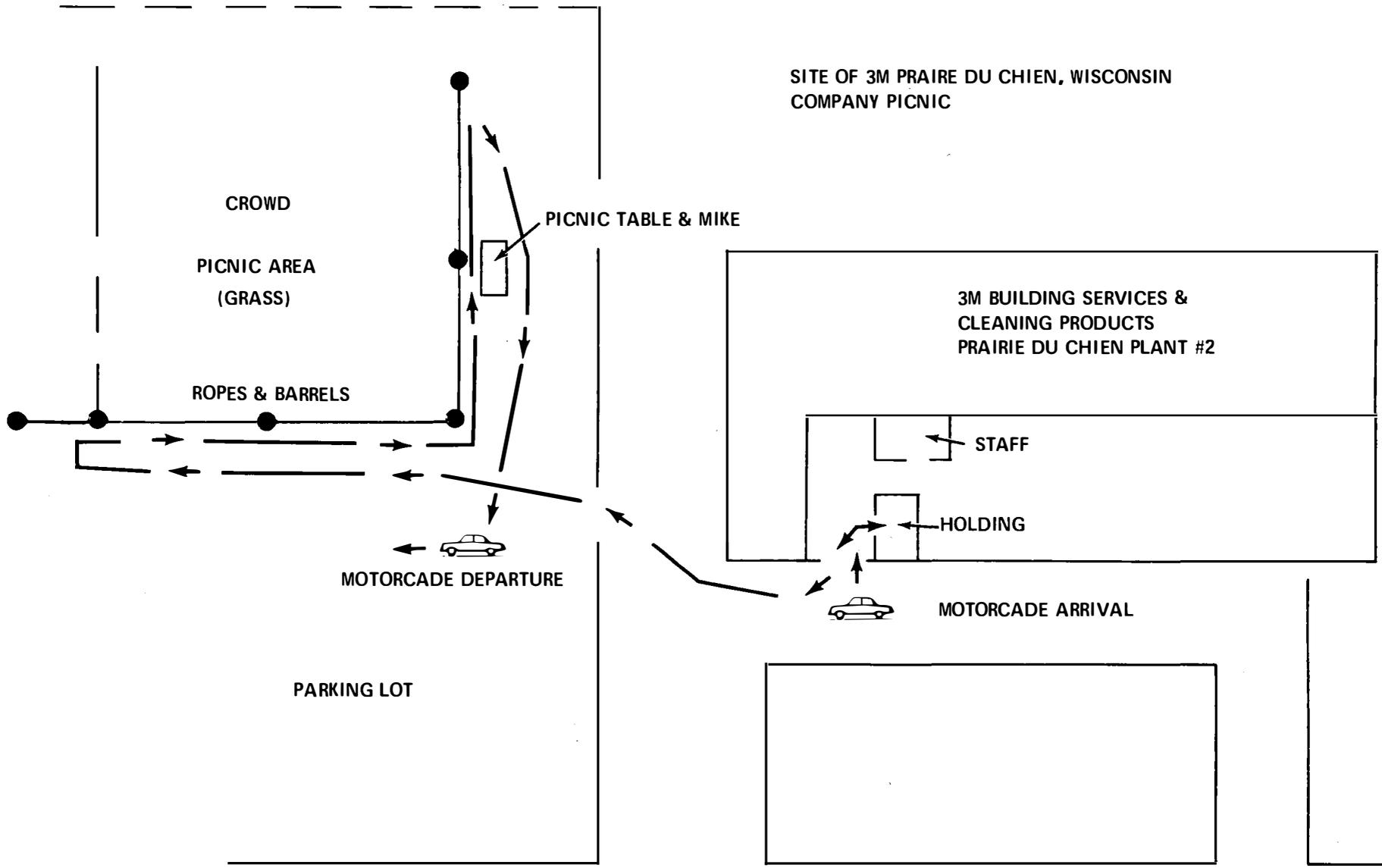
--Owner of Anderson Hotel

Roger Helgersen

--Democratic County Chairman

Prairie du Chien, WI
Sunday, August 19

SITE OF 3M PRAIRE DU CHIEN, WISCONSIN
COMPANY PICNIC



MARQUETTE ROAD (RT. 35N)

N →

Cong. DeLeg.

REP. ALVIN BALDUS
(D-Wisconsin-3)

Committees: Agriculture (12)
 Subcommittees: Conservation and Credit
 Dairy and Poultry
 Tobacco

 Small Business (14)
 Subcommittee: Impact of Energy Programs
 Environment and Safety Requirements and
 Government Research on Small Business

Administration Support: 83.3%

Favorable Votes:

Windfall Profits Tax
U. S. Zimbabwe Rhodesia Policy
Final Passage, Department of Education
Synfuels
Final Passage, Panama Canal Treaties Implementation
Gasoline Rationing

Unfavorable Votes:

Tellico Dam

Personal Background: Elected to Congress in 1974; 53 years old; married (Lorayne); five children; Merchant Marine, WW II; Army, Korea; former investment broker; Wisconsin House of Representatives, 1966-74; Assistant Majority Leader, 1972-74.

District Information: Western and southwestern part of Wisconsin; mostly rolling farmland; two urban centers, La Crosse and Eau Claire; dairy country, more dairy cows in district than any other in nation.

Energy Issues: The Congressman has been very supportive of the Administration's energy programs and in particular has supported your having the authority to develop your own gasoline rationing plan. He voted with us in 1978 on deregulation in spite of very vocal opposition from his constituents. In general, he favors synthetic fuels and new energy alternatives such as gasohol and biomass; he supports nuclear energy but only with public controls.

Baldus' Congressional staff was most helpful in researching possible energy related events for this trip and in fact the 3M picnic was a result of this research. They checked out all angles, even the labor situation.

ISSUES

C

WISCONSIN

o Population in mid-1978 was 4.7 million, ranking 16th among the states. Growth in population since 1970 was 5.9%, compared with 7.3% averaged for the Nation over that time span.

o Unemployment rate in June 1979 was 4.1%, not seasonally adjusted, down 1.0 percentage point from a year earlier. The unemployment rate for the total U.S. on a nonseasonally adjusted basis in June was 6.0%, and had declined only 0.2 percentage point from a year earlier.

o Employment in June was 2.3 million, unadjusted. Growth in employment from a year earlier was 3.1%, which compares with 2.2% growth nationwide over the same time period.

o Income: In 1978 per capita personal income was \$7,597, ranking 25th among the states. Wisconsin's per capita income was 2.7% below the national average of \$7,810 and had advanced 10.7% over the previous year, compared with the 11.2% growth averaged for the total U.S.

o Industry: Wisconsin is known as the Nation's foremost dairy state. Other major agricultural products include hay, grains, cranberries, and potatoes.

Important manufacturing industries include machinery, food products, pulp and paper, shipbuilding, and furniture.

Prairie du Chien

o Population in mid-1977 was 5,930, up 7% from 1970. Prairie du Chien is located in Crawford County.

o Unemployment rate in Crawford County was 4.7%, unadjusted, in May 1979 (the latest available for small areas), having edged down by 0.3 percentage point from a year earlier. The unemployment rate for the total U.S. in May was 5.7% on a nonseasonally adjusted basis and had declined by the same amount from a year earlier.

o Employment in Crawford County rose by 3.5% in the year ending in May. Nationwide, employment rose by 2.5% over this time period.

Prairie du Chien has a population of 5,700 about one-third of Crawford County. The population is largely of Northern European ancestry, with a negligible representation of other racial and ethnic minorities.

The economy of the area is primarily agricultural (35% agricultural, 19% trade, 16% manufacturing).

The city has a "strong Mayor" form of government with non-partisan elections. There is a nine-member city council. Mayor Fred Huebsch, Jr. was elected to his first term in April 1979 and is generally known to be affiliated with the Republican Party, as are a majority of the City Council members.

Prairie du Chien consistently supports Republican candidates for statewide and Federal offices, while the more rural areas of the county support Democrats.

The 3rd Wisconsin District, although traditionally Republican, has now elected the moderate liberal Democrat, Alvin Baldus, to three terms in the House. The President won the district by 2,000 votes (out of 241,000 cast) in 1976.

Wisconsin Agriculture

Census Data

	<u>1974</u>	<u>1969</u>
Number of Farms	92,636	98,973
Average Farm Size	191 acres	183 acres
Average Age of Operator	50.7 years	49.7 years
Average Value of Sales Per Farm	\$25,014	\$14,706

Crops and Weather Conditions in Wisconsin

The week ending August 7 was characterized by warm and humid conditions, with a series of showers and thunderstorms which have slowed the hay drying. Corn and soybeans look very good after the recent rains, with the late corn growing well and tasseling. The harvesting of the second hay crop is proceeding normally, while the oat crop is a bit behind schedule, due to the late spring planting because of cool conditions.

Wisconsin Commodities

The five leading Wisconsin commodities are:

	<u>1977 Cash Receipts</u>	<u>Nat. Rank</u>
(1) Dairy Products	\$1,890,000,000	1
(2) Cattle Calves	311,000,000	19
(3) Hogs	189,000,000	11
(4) Corn	172,000,000	11
(5) Potatoes	62,000,000	6

The 3M Plant in Prairie du Chien

The 3M Company has two plants in Prairie du Chien which employ about 640 workers and produce non-woven materials for various types of cleaners (both for industry and the home) and for matting and other types of floor surface coverings. The plants are currently in the process of making a new type of all-weather red carpet which will soon be in use at Andrews Air Force Base to receive visiting dignitaries. You will be walking on this red carpet during your tour of the 3M plants.

The 3M Company has been in the forefront of both energy conservation and pollution control. The company's energy conservation program nationwide has resulted in a 22% reduction in energy use since the early 1970s, resulting in an equivalent savings of 1.1 million barrels of oil a year. In 1976, 3M received the Federal government's first Energy Conservation Excellence award for its efforts.

Since 1973, the company has instituted a total of 26 energy saving projects at the Prairie du Chien complex, at a cost of \$1.3 million. The result has been a reduction of 13% in the energy expended per employee, even though the total workforce increased from 450 to 640.

The 3M Company is nationally known for its Vanpool program, where the firm buys 12-passenger vans for employee carpool efforts. Although the plants at Prairie du Chien have no program as of now, the company's headquarters in St. Paul has 100 such vans in use, and the program is slated to be extended to such smaller plants as Prairie du Chien in the future.

The company has also been a leader in pollution control, with its Three-P program (Pollution Prevention Pays having been cited by both EPA and the Department of Commerce as a leader in the effort to control pollution at the source.

The Three-P program was begun in 1975, and now extends to 200 3M plants in some 15 countries. It is estimated that the program has saved over \$25 million in potential pollution clean-up costs, as it has resulted in preventing the annual discharge of some 75,000 tons of air pollutants, 1,000 tons of water pollutants, 3,000 tons of sludge, and 500 million gallons of wastewater.

At Prairie du Chien, the company has spent \$500,000 since the early 1970s on pollution control devices, consisting primarily of the installation of a waste-water pre-treatment process in 1974-76.

Union Organizing Efforts at the 3M Plant

In April of this year there was an effort to unionize the workforce at the 3M complex in Prairie du Chien. There were no untoward incidents during the effort, or after the vote, which went substantially against the pro-union faction.

ENERGY

A. Coal

o Over half of Wisconsin's electrical power is produced by coal-fired plants. The expansion of coal-fired capacity in Wisconsin is hampered by a highly restrictive powerplant siting law, which requires a number of pre-certification permits, approvals and public hearings from various State agencies. The Legislature is considering action to amend the law to permit more case-by-case flexibility.

B. Nuclear

o Approximately 35 percent of Wisconsin's electrical power is produced by nuclear plants. The State's utilities had planned to bring three additional units on line by 1982. Because of strong public opposition, startup dates for all 3 plants have been delayed into the 1985-1990 period.

o The Wisconsin Public Service Commission has set a moratorium on applications for new nuclear plants.

C. Electric Generation and Utility Rate Reform

o The Public Service Commission has allowed the Wisconsin Electric Power Company to institute time-of-day pricing. Local environmental groups and labor unions have sued the Public Service Commission, claiming that the rates are not innovative and are detrimental to the consumer.

D. DOE Initiatives

o Wisconsin is one of 10 States that have received DOE grants to establish pilot Energy Extension Service programs to encourage the use of energy conservation and renewable energy sources. Two unique elements of the Wisconsin program are its focus on conservation in wood heating, and an emphasis directed at the tourism industry.

o The University of Wisconsin in Madison has 28 active DOE contracts totaling more than \$40 million. The scope of work includes fusion research, solar collector development and other energy R&D activities.

o DOE has begun a low-head hydroelectric development program to accelerate the redevelopment of existing small dams that are amenable to the construction or renovation of hydro power facilities. One site chosen for study is the Appleton Dam owned by the Kimberly-Clark Corporation of Neenah, Wisconsin.

o For nearly twenty years, the DOE and its predecessor agencies have supported research in nuclear physics at the University of Wisconsin in Madison. The total funding for these projects exceeds \$25 million.

o The DOE Weatherization Assistance Program funding to weatherize homes for low-income families and the elderly totaled \$887,000 through 1978.

o The State Energy Conservation Grants through FY 1978 totaled over \$700,000.

o DOE contracts and grants to the State during FY 1978 total \$6 million.

E. State and Local Initiatives

o Conservation -- Wisconsin currently consumes 20 percent less energy per capita than the national average, according to State of Wisconsin figures, in spite of the fact that the State ranks twelfth in manufacturing employment and has space heating requirements well above average for the Nation.

o In the past 4 years, nearly every major company in the State has instituted an energy management program. The paper industry is particularly active in expanding its use of wood waste as an energy source.

o The Wisconsin Public Service Commission has developed a natural gas rate design for Wisconsin Power and Light Company that would be among the most innovative rate structures in the United States. The main feature of the rate design is an "inclining block" rate, which means the rate charged per unit of gas used would decrease with less consumption, thus encouraging conservation of gas.

o The Public Service Commission has also instituted an energy audit program in which trained, professional auditors inspect individual homes and offer advice to the owners on ways to cut down on gas and electricity consumption.

o The City Council of Madison has a Standing Committee on Energy which is made up of members from the Mayor's Office, the City Administration, the University of Wisconsin, the local utility companies, local contractors and private citizens. The Committee is currently working on several programs to increase consumer awareness of energy conservation techniques and is also developing an energy emergency preparedness plan for the city.

o The Office of Building Inspections for Madison is coordinating a number of programs to help conserve energy in the residential areas of the city. The office is conducting home energy audits which offer each homeowner a list of specific improvements which could be done to the individual's home to decrease energy consumption, such as the addition of insulation, weatherstripping, storm windows, etc. The office has audited over 30,000 homes since 1978. The Inspections Office has instituted a weatherization code for rental buildings in the city and is also developing an insulation guide for homeowners.

Dairy Products

The Third Congressional District in Wisconsin is one of the premier dairy districts in the Nation, with more dairy cows in the district than in any other in the country.

As with other agricultural commodities, the dairy situation is favorable. Milk production for 1979 should be within one percent of last year's 122 billion pounds. Favorable milk-feed price relationships have resulted in slight gains in output per cow, offsetting a slight decline in cow numbers from 1978.

Manufacturing grade milk prices in July, 1979 averaged about 33 cents above the support level. Milk prices probably will continue well above the support level this summer. Farmers received an average \$11.60 per 100 pounds of all milk in July, 15 percent higher than a year earlier.

Retail milk and dairy price increases continued to slow this spring, but should increase substantially later in the year.

The MTN and Dairy Products

Wisconsin dairy farmers, who produce close to 40 percent of all the cheese made in the U.S., are unhappy with the new trade agreement, which they feel will permit too much foreign cheese to enter the U.S. Once the newly negotiated agreement goes into effect, overall quota levels for imported cheese will increase by 14 percent, although the percentage of cheese imports under quantitative restriction will be raised from 50 to 85 percent.

These dairy farmers, however, are resigned to live with the agreement, but insist that they must therefore be protected from price declines by a continuation of Federal price supports at the 80 percent parity level.

Dairy exports from Wisconsin have remained fairly steady in the 1970s, totaling \$32 million in 1972, \$33 million in 1977, and \$31 million in 1978, making Wisconsin the second largest state in dairy exporting.

Total agricultural exports, however, increased substantially in 1978, by 46 percent, to a total of \$381 million. Exports of hides and skins were the primary source of export revenue, totaling \$82 million.

Transportation

As with all Midwestern states, the problem of transporting agricultural goods to market is the most serious. The Mississippi River is a vital component of this country's transportation network, with ports on the lower Mississippi accounting for 52 percent of the corn and 63 percent of the soybeans destined for foreign export. In the Prairie du Chien area, the University of Wisconsin has a Department of Agricultural grant to study rural transportation and how to improve it.

Grain farmers in Wisconsin, as with others in the Midwest, are very concerned with the strike that has closed the grain terminal at Duluth. When added to the shortage of railroad cars, the problem has the potential for becoming very serious. Senator Durenberger of Minnesota is calling the Duluth strike a national issue requiring Federal intervention.

Floodplain Management

Prairie du Chien and southwestern Wisconsin along the Mississippi River are extremely vulnerable to periodic and substantial flooding.

For Prairie du Chien itself, there are currently two projects underway to protect citizens from flood damage.

The Army Corps of Engineers, in one of the first undertakings of its kind, is instituting non-structural improvements (consisting of flood-proofing, property acquisition, rezoning and relocating), as opposed to the standard practice of building dams and levees to alleviate the problem. A total of \$3.9 million will ultimately be spent by the Corps, with \$500,000 already having been included in the 1979 budget and an additional \$875,000 now in the 1980 budget. The Corps project will affect 130 residences and two businesses, primarily on St. Freol Island.

Prairie du Chien officials and the County Board of Supervisors have enthusiastically supported the plan, and the city has begun raising its 20% share of the project's costs. For a rural community, \$800,000 is a sizeable investment and clearly indicates the city's commitment.

The Corps project has the strong backing of both state and Federal officials, including Senators Nelson and Proxmire and Congressman Baldus.

In addition, HUD spent \$500,000 in 1977 and \$647,000 in 1978 under the Small Cities Program/Community Development Block Grant Program for property acquisition, demolition, relocation and rehabilitation to provide residents in 35 dwellings in the floodway with more adequate housing. Another 40 dwellings were made floodproof with HUD funds.

In 1979, HUD awarded the area with \$231,000 to provide for the relocation of an entire city ward away from the floodplain area.

A related issue, but one which does not affect Prairie du Chien directly, is that of the cancelled La Farge Dam on the Kick-a-poo River, about 40 miles upstream from Prairie du Chien. Residents in Vernon and Crawford counties who are affected by flooding from the Kick-a-poo and Wisconsin Rivers are concerned that effective measures be taken against flood damage. Environmental factors helped lead to the dam being cancelled. Alternatives now being discussed within the Federal government include construction of a dry dam. Whatever is ultimately decided upon, the residents of the area will want to know that adequate protection is being provided.

Lower Wisconsin Scenic and Recreational River Proposal

Your recent environmental message to Congress included an 82.4 mile segment of the Lower Wisconsin River from Honey Creek (near Prairie du Sac) to the confluence of the Mississippi River at Prairie de Chien, as a State-administered segment of the National Wild and Scenic Rivers system.

However, Rep. Robert Kastenmeier introduced legislation in April, 1979 which would provide for Federal administration of the river. The State of Wisconsin has indicated that it might have financial problems trying to administer the area. Rep. Baldus and Senators Proxmire and Nelson have not taken public positions on the issue (though Nelson is a strong advocate of the Wild and Scenic Rivers System).

The designation of the Lower Wisconsin River as a scenic and recreation river will provide some protection from encroaching development of recreational homesites, degradation of water quality by pollutants, and possible development of electric generating plants.

The segment of the river proposed for protection provides excellent habitat for fish and wildlife species, and includes numerous sites of historical interest.

In a related area, the Bureau of Land Management is conducting a study of some 90 islands in the Lower Wisconsin River to determine the best possible means of resource management. The study, which allows for ample public input, should be completed within two years. The study is mandated by the Federal Land Policy and Management Act of 1976, which directs the Bureau to inventory all roadless areas over 5000 acres and all islands "for their potential as wilderness." There is obviously some potential for opposition from mining and lumber interests over taking land "out of production."

The Great River Road

The Great River Road in Wisconsin (State Trunk Highway 35) along the Mississippi River recently underwent safety improvements that were designed to enhance the highway's scenic beauty.

A new visitors' rest and information center is currently being constructed at Prairie du Chien, while all along the highway special attention has been paid to roadside rest areas, historical markers, turnouts where visitors can view the Mississippi River, and improvements for bicyclists

Labor and Unemployment

The unemployment rate in Crawford County (Prairie du Chien) stands at 5.1 percent for preliminary June, 1979, a slight drop from earlier months in the year. A total of 7,338 persons are currently employed in the county, while 391 are unemployed. No separate estimate of unemployment is computed for Prairie du Chien itself (pop. 5,900).

The unemployment rate for the State of Wisconsin in June was 4.1 percent. This is an increase from the May rate of 3.6 percent, but is still lower than the early months of 1979. Nearly 2,300,000 persons are employed, while almost 99,000 are currently unemployed.

CETA efforts in Prairie du Chien are concentrated in areas of Park Development, through a subgrant from Crawford County. Approximately 15 CETA employees have been employed in the past 18 months with a funding total of \$105,000 for that period.

Effigy Mounds National Monument

The President should be aware that across the Mississippi River from Prairie du Chien is the Effigy Mounds National Monument, Iowa, administered by the National Park Service.

A fascinating part of the Indian culture from this area is the mound-building tradition such as is found in the National Monument. Although most of the mounds were used to bury the dead, these earthworks probably also were used to symbolize social relations and possibly group identity. Many of these mounds, as well as several large effigies, can be seen along the park's self-guiding paths, while the longer trails lead to impressive bluff-top vistas of the Rhine-like gorge of the upper Mississippi River.

Family Nutrition Programs

Due to Wisconsin's failure to fully implement the Food Stamp Act of 1977, USDA's Food and Nutrition Service imposed a fiscal sanction of \$55,574 per month, beginning with March 1979. This action followed repeated correspondence on the subject, ending with a formal warning sent to the Secretary of the Wisconsin Department of Health and Social Services on April 6 by Bob Greenstein, Administrator of the Food and Nutrition Service. On June 6, Mr. Greenstein informed Wisconsin that a total of \$111,149 was disallowed for the months of March and April. Assistant Secretary for Food and Consumer Services, Carol Tucker Foreman, confirmed this action in a letter to Governor Lee Dreyfus on June 14 and indicated that further sanctions were possible.

On July 19, Wisconsin adjusted its administrative cost claims for the months of March and April to reflect the \$55,574 disallowance for each month. Further disallowances for May and June may be ordered by Mr. Greenstein soon.

In addition, because Wisconsin did not meet the required date of conversion of its entire caseload to the eligibility standards and allotments effective July 1, sanctions may be increased up to \$78,692 beginning with the month of July. Another formal warning signed by Mr. Greenstein will precede any cancellation of funds above the \$55,574 level indicated in the April 6 formal warning.

STATISTICAL OUTLINE - WISCONSIN

Population:

	<u>Wisconsin</u>	<u>Prairie du Chien</u>
TOTAL	4,577,343	5,789
%Female	50.1	N/A
%Male	49.9	N/A
%Urban	65.9	N/A
%Black	2.9	N/A
%Spanish	.9	N/A
%Foreign Stock	16.9	N/A
Population Change 70-75	4.2	4.5
%65 years or older	11.2	N/A
%18 years or older	64.0	N/A

Personal Income:

Per Capita Income	4,468	N/A
Median Family Income	10,065	N/A
%25,000 and over	3.9	N/A
%15,000-24,999	15.8	N/A
%below poverty line	7.4	N/A

Civilian Labor Force:

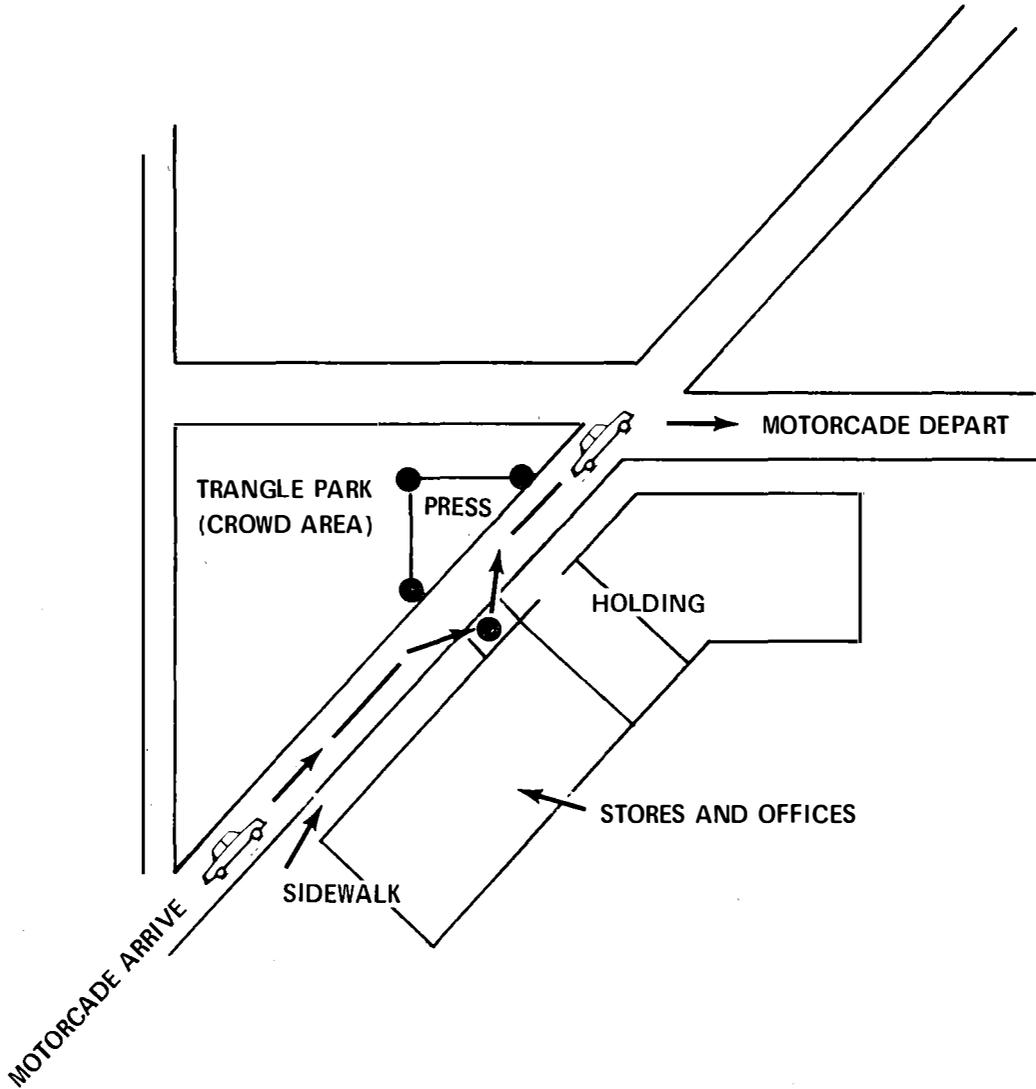
TOTAL	2,393,000	N/A
%in manufacturing	31.0	N/A
%in retail and wholesale trade	20.0	N/A

Unemployment Rates:

01/77	6.1	N/A
03/79	4.6	N/A
04/79	4.3	N/A
05/79	3.6	N/A
06/79	4.1	N/A
%Change 01/77-Present	-33.0	
Popular Vote for President, 1976, % for majority party	D49.4	N/A
%of Voting Age Population Casting Votes	65.9	N/A

McGregor, Iowa
Sunday, August 19

TRIANGLE PARK
McGREGOR, IOWA



IOWA POLITICAL OVERVIEW

After the severe losses in 1978, the Iowa Democratic party is acutely aware of the test they face in 1980, and is gearing up for next year's election.

It is clear that Chairman Ed Campbell's priority in 1980 is the reelection of John Culver, to whom he is very close politically and personally. Like Dick Clark in 1978, Culver is targeted by right wing groups, notably Right-to-Life. Unlike Clark, Culver is highly aware of the serious threat he will face in 1980.

Until Chip Carter's August visit, Culver had not been outspokenly supportive of Carter. It was not uncommon at Democratic events for Culver to speak powerfully on the necessity of SALT II ratification without a passing reference to the President's role in the treaty. Culver would also speak about the principles of the Democratic Party and quote every Democratic President since Wilson except Jimmy Carter. Coupled with his liberal record and close Kennedy ties, this led some to believe that he was distancing himself from the President and leaning to Kennedy.

In a joint appearance with Chip, Culver was strongly supportive of the President's policy in foreign affairs and national security. He also praised the President's "basic decency."

The Carters' visit to the Culver home in McGregor is greatly important to our effort in Iowa. The relationship between Culver and Carter must be developed at every opportunity. Given Culver's special role in the party, his support is critical.

Attorney General Tom Miller was the only Democratic statewide candidate to survive the 1978 election. At 34, Miller defeated incumbent Republican Richard Turner. Turner was one of several state attorneys general who threatened to bring suit to prevent ratification of the Panama Canal Treaty. Until a joint appearance with Chip, Miller did not even mention

the President at Democratic events. At the urging of one of his staff, Neil Hamilton, a member of the 1976 Carter Steering Committee, Miller did offer some very mild praise for Carter.

The Draft Kennedy movement is primarily centered in Polk County (Des Moines) and cities in the 1st and 2nd congressional districts, with liberal activists and several AFL-CIO officers providing the leadership. The movement's activity has been more limited than their press would suggest. Meetings have been held in Des Moines, Cedar Rapids, and Sioux City.