

The original documents are located in Box 39, folder “2/5/76 S2718 Railroad Revitalization and Regulatory Reform Act of 1976 (2)” of the White House Records Office: Legislation Case Files at the Gerald R. Ford Presidential Library.

Copyright Notice

The copyright law of the United States (Title 17, United States Code) governs the making of photocopies or other reproductions of copyrighted material. Gerald R. Ford donated to the United States of America his copyrights in all of his unpublished writings in National Archives collections. Works prepared by U.S. Government employees as part of their official duties are in the public domain. The copyrights to materials written by other individuals or organizations are presumed to remain with them. If you think any of the information displayed in the PDF is subject to a valid copyright claim, please contact the Gerald R. Ford Presidential Library.

Exact duplicates within this folder were not digitized.

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: February 4

Time: 700pm

FOR ACTION: Robert Hartmann
Jack Marsh
Max Friedersdorf
Ed Schults ~~Ken Lazarus~~ ✓
Bill Seidman

cc (for information): Jim Cavanaugh

Judy Hope
Paul Leach

FROM THE STAFF SECRETARY

DUE: Date: February 5

Time: 1030am

SUBJECT:

S. 2718 - Railroad Revitalization and Regulatory Reform Act of 1976

with proposed signing statement

ACTION REQUESTED:

For Necessary Action

For Your Recommendations

Prepare Agenda and Brief

Draft Reply


For Your Comments

Draft Remarks

REMARKS:

The extremely short deadline is because of the scheduled signing ceremony tomorrow.

Please return to Judy Johnston, Ground Floor West Wing

 2/5/76

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

Jim Cavanaugh
For the President

THE WHITE HOUSE

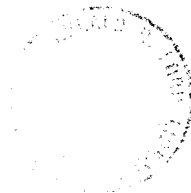
WASHINGTON

February 5, 1976

MEMORANDUM FOR: JIM CAVANAUGH
FROM: MAX L. FRIEDERSDORF *M.L.F.*
SUBJECT: S. 2718 - Railroad Revitalization and Regulatory Reform Act of 1976

The Office of Legislative Affairs concurs with the agencies that the subject bill be signed and proposed signing statement be issued.

Attachments



THE WHITE HOUSE

WASHINGTON

February 5, 1976

MEMORANDUM FOR JAMES CAVANAUGH

FROM: L. WILLIAM SEIDMAN *LWS*

SUBJECT: S. 2718 Railroad Revitalization and Regulatory Reform Act of 1976

I have three suggestions regarding the proposed signing statement for S. 2718:

1. There is no mention in the signing statement that this bill will help to create jobs. Clearly, we do not want to be postured among those who advocate a public works solution to the unemployment problem. However, since the Administration has been severely criticized for being insensitive to the unemployment problem and since there is a general lack of understanding of all the programs we support which will help increase jobs this might be a place to at least mention that this bill does entail the creation of new productive jobs.
2. Secretary Coleman and others in the Department of Transportation worked extremely hard in securing passage of this legislation and a special tribute to their efforts might be appropriate.
3. One of the reasons for our support of this legislation is that it furthers our long run goal of private ownership of the railroad system in the United States rather than taking a step toward a nationalized railroad system. This would be an appropriate occasion to make this point.

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

To-
J. Coverman
2-4-76
7:00 p.m.

FEB 4

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill S. 2718 - Railroad Revitalization and
Regulatory Reform Act of 1976
Sponsor - Sen. Hartke (D) Indiana

Last Day for Action

February 13, 1976 - Friday

Purpose

Authorizes \$6.4 billion in appropriations and loan guarantees in order to: implement the final system plan for the bankrupt railroads in the Northeast and Midwest, improve rail passenger service in the Northeast Corridor, improve the nation's rail system through financial assistance, and provide for rail regulatory reform.

Agency Recommendations

Office of Management and Budget	Approval
Department of Transportation	Approval
Interstate Commerce Commission	Approval
Department of Justice	Approval
United States Railway Association	Approval
National Railroad Passenger Corporation (AMTRAK)	Approval
Council of Economic Advisers	Approval
Council on Wage and Price Stability	Approval
Department of the Interior	Approval (Sections 809-810 only)
Department of the Treasury	No objection
Office of Telecommunications Policy	No objection
Department of Labor	No objection

Discussion

This bill is a revised product of the Senate-House conference on the subject, resulting from negotiations between the Department of Transportation and congressional representatives. It would implement the final system plan proposed by the U.S. Railway Association (USRA) to reorganize the bankrupt railroads in the Northeast and Midwest, provide financing for improved rail passenger service in the Northeast Corridor and for rail improvements nationwide, and revise the rail regulatory powers of the Interstate Commerce Commission (ICC), although not to the extent proposed by the Administration.

The bill's major provisions are summarized below.

Financing

S. 2718 would authorize \$6.4 billion (\$5.1 billion in appropriations and \$1.3 billion in loan guarantees) for financing the Northeast and Midwest railroad reorganization, providing assistance to railroads throughout the country for rail rehabilitation and branch line subsidies, and for upgrading rail passenger service in the Northeast Corridor. The Administration had proposed a total of \$5.6 billion (\$3.6 billion in appropriations and \$2.0 billion in loan guarantees) for these programs. While these figures represent a difference not only in levels but also of mix, they represent a considerable compromise from the initial conference committee version of \$7.6 billion. Attached is a table which shows the financing authorizations by major category and compares them to the initial Administration proposal and the original conference committee version.

Control over Financing and Conditions

This is the area of greatest compromise by the Congress. The initial conference version would have given total control of most of the funds authorized by the bill to USRA. The enrolled bill would place most of the control of ConRail funding in the Finance Committee of the USRA Board of Directors, composed of the Secretary of Transportation, the Secretary of the Treasury, and the USRA Board Chairman. All other funds would be under the control of the Secretary of Transportation. The Finance Committee and its composition were Administration recommendations.

The bill provides that funds would be made available as requested by ConRail unless the Finance Committee found that ConRail (1) had not met its agreements with USRA; (2) had

failed substantially to meet the financial goals set for it in the final system plan (as set by USRA); or (3) would need substantially more funds to become financially self-sufficient than the \$2.1 billion authorized in this bill. If any of these three findings are made, the Finance Committee could either set a limit on future USRA purchases of ConRail securities or terminate such purchases. Although this would give the Executive a strong measure of control, it is tempered by the fact that all such findings would be subject to a constitutionally objectionable one-House congressional veto within 30 legislative days.

USRA would have control over the initial terms and conditions of its purchase of ConRail securities and of the terms and conditions of those securities themselves; the Administration had proposed that this responsibility be shared jointly with the Finance Committee. However, the bill does provide that joint USRA - Finance Committee approval would be needed in the future to change those terms or conditions. Additionally, the Finance Committee alone would have authority to waive any of those terms or conditions, including complete forgiveness of repayment of the loans.

Bankrupt Railroad Reorganization Financing

S. 2718 would provide for Federal financing of the reorganization of the bankrupt Northeast and Midwest railroads by authorizing USRA to purchase up to \$2.1 billion in ConRail securities (consisting of \$1 billion in debentures and \$1.1 billion in series A preferred stock). This coincides with what the Administration had recommended, with the exception that it had proposed that \$250 million of the preferred stock funds be set aside as a contingency fund under the control of the Finance Committee rather than USRA's Board.

Under S. 2718, dividends on the Federal investment in ConRail preferred stock would be automatically forgiven until ConRail retained earnings in excess of \$500 million and at that time would apply only to those earnings in excess of \$500 million, thus resulting in a substantial subsidy. The Administration had proposed that interest and dividends accumulate on the Federal investment but not be payable in cash until ConRail had retained earnings of \$500 million. In this way, the government would receive interest for the full period of its investment, but not actually be paid until ConRail was strong enough financially to bear the burden. However, the enrolled

bill is an improvement over the original conference version which would have applied the forgiveness of interest and dividends to both the debentures and preferred stock instead of only to preferred stock, an alternative which the Administration had earlier agreed to in the House-passed version of the bill.

Northeast Corridor Passenger Service

S. 2718 would authorize \$1.75 billion for grants by DOT to the National Railroad Passenger Corporation (AMTRAK) to upgrade rail passenger service in the Northeast Corridor between Washington, D.C., New York and Boston, and \$85 million for AMTRAK to acquire the Corridor rail properties by lease or purchase. The upgrading would be a 5-year program designed to provide travel time of 3 hours, 40 minutes between Boston and New York and 2 hours, 40 minutes between New York and Washington. Two years after enactment of the bill, DOT would be required to submit a report to Congress on the future feasibility of establishing a 3-hour Boston-New York service and 2 1/2-hour New York-Washington service. Part of the \$1.75 billion would be used for a joint Federal-State program of refurbishing stations and other nonoperational facilities.

The Administration had proposed a \$1.1 billion grant program designed to ensure travel times of 4 hours between Boston and New York and 3 hours between New York and Washington. The enrolled version is, however, a major improvement over the initial conference committee version, which would have authorized a \$2.4 billion program, with control in USRA rather than DOT, and with goals of 3-hour service between Boston and New York and 2 1/2 hours between New York and Washington.

Regulatory Reform

The enrolled bill would provide a measure of regulatory reform in ICC's authority over railroads, the first lessening of ICC controls since 1887. The bill leaves the ICC more discretion in certain areas than the Administration's bill would have provided. Accordingly, the success of the reform measures relies to some degree on the way in which the ICC chooses to administer them.

S. 2718 would facilitate railroad price flexibility by limiting ICC's authority to suspend rates, by permitting use of incentive rates for new services and seasonal demand pricing, and by authorizing a 2-year experiment with rate flexibility. The experiment provides that rates which were increased or decreased by no more than 7% over the rate in effect on January 1 of a year could not be suspended by the ICC except

under limited conditions. While these changes are an improvement over current conditions, they do not provide permanent rate flexibility authority as did the Administration's proposal.

S. 2718 would also lessen the authority of railroad rate bureaus to engage in price fixing activities, although the ICC retains authority to grant antitrust immunity and may exercise considerable discretion in the use of this power. The Administration had proposed placing stricter limitations on rate bureau activities and would have restricted their antitrust immunity.

The bill would provide for improved ICC procedures in other matters, such as setting time limits for ICC decisions. In addition, it would require ICC to study its rules and make changes based on the study within one year of enactment of this bill. The bill would also, however, authorize a one-House veto of such proposed rule changes.

You have proposed similar reforms in the aviation and motor carrier industries. This enrolled bill may generate renewed interest in these proposals.

Other Desirable Provisions

The bill would also make a number of other changes in current law which are desirable, including:

- (1) Prohibiting State taxes which discriminate against railroads,
- (2) Providing for ICC action on intrastate rail rates if the State fails to act within 120 days,
- (3) Improving procedures for abandonment of rail lines, and
- (4) Providing incentives for innovative capital investments by easing rate adjustments.

Other Undesirable Provisions

Branch Line Subsidies. S. 2718 would authorize appropriations of \$360 million for a nationwide program, in addition to an existing authorization of \$180 million for the Northeast/Midwest railroads, to provide a five-year Federal subsidy program for light density rail freight lines which would be

eligible for service discontinuance. The Regional Rail Reorganization Act of 1973 (P.L. 93-236) envisioned that States and localities in the Northeast region would make decisions as to whether such rail lines were important to them and if so would agree to subsidize the net loss which the rail line was experiencing in order to maintain its service. S. 2718 largely abandons this principle, both in the region and nationwide, authorizing 100% Federal financing in the first year, 90% the second year and, in the nationwide program, 80% the third year, and 70% in the fourth and fifth years.

Fossil Fuel Rail Bank. S. 2718 would authorize \$6 million for DOT to acquire, by purchase or lease, rail track and properties which are not included in the USRA's final system plan for the Northeast and which would provide access to areas of fossil fuel natural resources or agricultural production. The Administration opposed this proposal because of the precedent it would set for Federal ownership of rail lines.

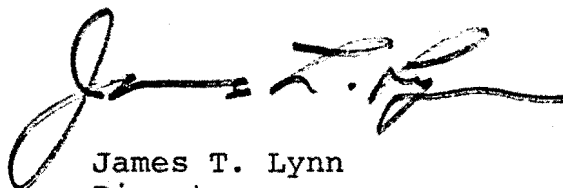
ICC Budget and Legislation. S. 2718 would require the submission to Congress of all ICC budget or legislative recommendations at the same time they are submitted to the President or OMB. The Administration has opposed such provisions because of the limits they place on the Executive's ability to present coordinated budget and legislative programs to the Congress. It should be noted, however, that the ICC has never submitted its proposed legislation for review through the legislative clearance process.

* * * * *

The enrolled bill is the product of extended negotiations between the Administration and the Congress. While its provisions depart from the Administration's initial recommendations in some instances and while it still contains, as noted above, some undesirable features, it is an acceptable resolution of a complex and important set of issues.

Finally, it should be noted that the Commerce Committees were advised that the amount and rate of appropriations to implement the bill would be handled separately and that agreement to the authorized levels in S. 2718 did not imply a commitment for full funding. It is likely, however, that some supplemental appropriations (for which modest contingency allowances were made) might be proposed in the coming weeks or months.

A proposed signing statement, which was worked on by DOT, OMB and White House staff, has been submitted separately for your consideration.

A handwritten signature in black ink, appearing to read "James T. Lynn", with a stylized flourish at the end.

James T. Lynn
Director

Enclosures

COMPARISON OF AUTHORIZATIONS
(Dollars in Millions)

	<u>Original Administration Proposal</u>	<u>Original^{1/} Conference Bill</u>	<u>Enrolled S. 2718</u>
I. <u>ConRail</u>			
. Purchase of securities	\$1,850	\$2,100	\$2,100
. Contingency Fund	250	--	--
. Electrification (loan guarantees)	--	--	-- ^{2/}
. Pre-conveyance claims (loop guarantees)	--	400	275
II. <u>Rail Passenger</u>			
. Northeast Corridor Project	1,080	2,400	1,750
. Passenger improvements nationwide	--	200	--
. Acquisition of Northeast Corridor by AMTRAK	--	85	85
. Acquisition of other corridors by AMTRAK	--	20	20
. Other related expenses	--	151	11
III. <u>Nationwide Rail Freight</u>			
. Loan guarantees	2,000	800	1,000
. Loans/grants/redeemable preference shares	--	600	600
IV. <u>Continuation Subsidies</u>[*]			
. Branchline	--	400	360
. Right-of-way for recreation	--	75	20
. Fossil Fuel Rail Bank	--	6	6
. Commuter	--	125	125
V. <u>Other</u>			
. Controlled Transfer Assistance	400	--	--
. Miscellaneous	--	29	20
TOTAL AUTHORIZATIONS	<u>\$5,580</u>	<u>\$7,591</u>	<u>\$6,372</u>

^{1/} Passed by both Houses - Dec. 19, 1975

^{2/} Included under other accounts

THE WHITE HOUSE
WASHINGTON

2/4/76

2:30 p.m.

TO: JAMES CAVANAUGH

For Your Information: XX

For Appropriate Handling: _____

We plan to include the original in
the enrolled bill package.

RDL
Robert D. Linder

*Delivered to Mr. Cavanaugh's
secretary*

THE WHITE HOUSE
WASHINGTON

Bob Linder -

Received this from Jerry Jones --
it was with the Schedule Proposal
on the signing of the Rail Bill --
Dianna felt it should be a part of the
package on the bill.

Trudy Fry
2/2/76



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

January 29, 1976

MEMORANDUM FOR THE PRESIDENT

SUBJECT: Omnibus Rail Legislation

INTRODUCTION

Yesterday, January 28, the Congress approved a new conference report on S. 2718, The Railroad Revitalization and Regulatory Reform Act of 1976, authorizing a total Federal expenditure of \$6.37 billion. The bill is probably the most far-reaching railroad legislation of this century and contains a number of provisions with political implications for the election year.

REVITALIZATION OF THE RAIL FREIGHT SYSTEM

S. 2718 provides for a complete revitalization, over the next 5 years, of the Nation's private enterprise freight railroad system. The bill authorizes up to \$4.1 billion in Federal assistance for freight service, of which a minimum of \$2.1 billion will go to ConRail to reorganize and rebuild the bankrupt railroads in the Northeast and Midwest. This financial assistance, used in combination with expedited merger procedures to facilitate a restructuring of the Nation's railroads, will, I believe, permit a private sector solution to our national railroad crisis and prevent nationalization of the rail system.

NORTHEAST CORRIDOR IMPROVEMENT PROJECT

The legislation also mandates a swift and substantial upgrading of rail passenger service along the Northeast Corridor between Washington, D.C., and Boston. Within 5 years after the date of enactment, the Secretary of Transportation will be required to establish reliable 120 mph passenger service in the Corridor, refurbish the passenger stations, and install protective fencing

along the rights-of-way. The eight States (and the District of Columbia) served by the Northeast Corridor project contain approximately 24 percent of the population of the United States and represent 127 electoral votes.

REGULATORY REFORM

The revitalization of the railroads will occur not only as a consequence of Federal financial assistance but also as a consequence of the landmark regulatory reform legislation contained in this bill. S. 2718 will inaugurate a new era of regulatory policy toward the rail industry which will enable railroads to compete more effectively with other modes of transportation and provide better and more efficient service to consumers. It is fair to say that the provisions contained in this bill are the most significant transportation regulatory reforms since the establishment of the Interstate Commerce Commission in 1887. Every Administration since President Eisenhower's has called for such reforms without success until now. (Attached is a list of the proposals made over the last quarter century calling for reform of transportation regulation.) The Railroad Revitalization and Regulatory Reform Act is thus the first significant success that any Administration has had in seeking transportation regulatory reform.

CREATION OF JOBS

The Federal expenditure provided for in S. 2718 will create, based on DOT estimates, between 30,000 and 40,000 new jobs over the next 5 years. If the release of funds for rehabilitation projects is accelerated to the maximum extent possible through a concerted effort by DOT and the rail industry, between 9,000 and 15,000 new jobs could be created this year. These figures assume that all the new employees will be paid at the prevailing union rate of approximately \$6.50 per hour. However, the section of the bill providing for improvement of the Northeast Corridor contains a provision which might permit a lower rate to be paid in order that more unemployed people could be hired for the same amount of Federal money. If, for example, the new workers for the Northeast Corridor project were to be paid \$4.00 per hour, rather than \$6.50, the new jobs created

by that project alone would increase from 8,000 - 9,000 to 11,000 - 12,000. Of course, such a policy might meet with opposition from the labor unions who are, to date, very pleased with the labor protection provisions in the bill.

Bill
William T. Coleman, Jr.

Attachment

**LIST OF LEGISLATIVE PROPOSALS OR GOVERNMENT REPORTS
CALLING FOR REFORM OF TRANSPORTATION REGULATION**

The Report to the President from the Secretary of Commerce
(Sawyer Report), 1949

Cabinet Committee on Transport Policy and Organization
(Weeks Report), 1955

Report of the Secretary of Commerce (Mueller Report on Transport
Policy), 1960

Report of the Senate Committee on Commerce (Doyle Report), 1961

Report on Regulatory Agencies to the President-Elect (Landis
Report), 1961

The Kennedy Administration Proposal, 1962

The Ash Report

The Hilton Study on Transport Policy prepared for President Johnson,
1965

The Transportation Regulatory Modernization Act of 1971 - Nixon
Administration Proposal

The Transportation Improvement Act of 1974 - Nixon Administration
Proposal

The Railroad Revitalization Act of 1975 - Ford Administration
Proposal

1/28/76

COMPARISON OF NEW AUTHORIZATIONS FOR FEDERAL ASSISTANCE TO THE RAILROADS

(Dollars in Millions)

	<u>THE ADMINISTRATION</u>	<u>S. 2718 AS PASSED BY THE SENATE DECEMBER 4, 1975</u>	<u>S. 2718 AS PASSED BY BOTH HOUSES DECEMBER 19, 1975</u>	<u>S. 2718 AS PASSED BY BOTH HOUSES JANUARY 28, 1976</u>
<u>ConRail</u>				
Debentures	\$1,000	\$1,000	\$1,000	\$1,000
Preferred Stock	850	2,200	1,100	1,100
Finance Committee Discretionary	250	--	--	--
Loan Guarantees	--	--	200	--*
ConRail Total	\$2,100	\$3,200	\$2,300	\$2,100
<u>II. USRA Section 210 Authority</u>	235	500	400	275
<u>III. Supplemental Transactions</u>	400	--	--	--
<u>IV. Railroad Rehabilitation</u>				
Loan Guarantees	2,000	1,000	800	1,000
Redeemable Preference Shares	--	1,200	600	600
Rehabilitation Total	2,000	2,200	1,400	1,600

*Up to \$200 million for electrification of ConRail mainlines is contained within the loan guarantee program in Title V of S. 2718.

(Dollars in Millions)

	<u>THE ADMINISTRATION</u>	<u>S. 2718 AS PASSED BY THE SENATE DECEMBER 4, 1975</u>	<u>S. 2718 AS PASSED BY BOTH HOUSES DECEMBER 19, 1975</u>	<u>S. 2718 AS PASSED BY BOTH HOUSES JANUARY 28, 1976</u>
<u>V. Intercity Rail Passenger Services</u>				
Northeast Corridor Project	\$1,080	\$3,000	\$2,400	\$1,600*
NEC Stations and Fencing	--	--	--	150.
NEC Startup, Acquisition, & Telephones	--	236	236	96
Acquisition of Other Lines	--	20	20	20
Passenger Services Outside NEC	--	--	200	--**
Passenger Total	\$1,080	\$3,256	\$2,856	\$1,866
<u>VI. Rail Service Continuation Subsidies</u>				
Branchline	--	677	400	360
Commuter	--	125	125	125
Continuation Total	--	802	525	485
<u>VII. Other</u>				
Conversion of Rail Rights-of-Way	--	75	75	20
Fossil Fuel Rail Bank	--	--	6	6
USRA	--	17	17	14
Office of Rail Public Counsel	--	3	3	3

*In addition to this amount, up to \$150 million in obligations for NEC rehabilitation may be guaranteed under the loan guarantee program in Title V of S. 2718.

**Up to \$200 million for intercity rail passenger services outside the NEC is contained within the authorizations in Title V of S. 2718.

(Dollars in Millions)

	<u>THE ADMINISTRATION</u>	<u>S. 2718 AS PASSED BY THE SENATE DECEMBER 4, 1975</u>	<u>S. 2718 AS PASSED BY BOTH HOUSES DECEMBER 19, 1975</u>	<u>S. 2718 AS PASSED BY BOTH HOUSES JANUARY 28, 1976</u>
I. <u>Other (Continued)</u>				
Rail Services Planning Office	--	\$ 2	\$ 2	\$ 2
Railroad Minority Resource Center	--	1	--	--
National Transportation Program	--	5	--	--
Administration of Rail Fund	--	4	2	--
Revision of ICC Accounting System	--	1	1	1
Other Total	--	\$ 108	\$ 106	\$ 46
Total New Authorizations	<u>\$5,815</u>	<u>\$10,066</u>	<u>\$7,587</u>	<u>\$6,372</u>

Draft Signing Statement

Railroad Revitalization and Regulatory Reform Act



I am pleased today to sign the Railroad Revitalization and Regulatory Reform Act of 1976. For more than a century, the railroads have been the backbone of our American transportation system. However, our rail system has recently been through troubled times. Now, this historic legislation will help restore the health and vitality of our Nation's ^{private} railroad ~~system~~ system, in a number of ways: First, this legislation encourages revitalization of our deteriorating rail freight system both in the Northeast and Nationwide. Second, it will provide substantial improvements in rail passenger service in the densely populated Northeastern United States. And finally, it will remove many unnecessary regulatory restrictions which for too long have hindered the ability of our railroads to operate efficiently and competitively. The actions set in motion by this legislation will make a significant contribution to our objectives of economic growth, ~~and~~ energy independence ^{and a strong private transportation system.} ^{through private job creation,}

The task of revitalizing the Nations' rail freight system will not be easy. ConRail, the new corporation established to operate the properties of the bankrupt railroads in the Northeast and Midwest, certainly does not have a smooth road ahead. Nevertheless, I believe that this legislation provides the tools to make the reorganization of the bankrupt railroads

a success. We expect that within 5 years ConRail will overcome the unprofitable legacy of the bankrupt lines. If ConRail is to succeed, however, the continued cooperation of all of you who have made this legislation possible is absolutely essential.

The bill also provides needed financial assistance to help the railroads improve their physical plant and encourages desirable restructuring of rail services both in the Northeast and Nationwide. The bill explicitly provides \$1.6 billion to rehabilitate and improve worn out plant facilities and directs the Secretary of Transportation to provide the necessary leadership in making our Nation's rail system more efficient. It may be that the reorganization of the bankrupt railroads in the Northeast and Midwest can be finally successful only as part of a further restructuring of the rail industry through private sector initiative.

This Act also permits us to begin a program of overdue improvements in rail passenger service in the densely populated Northeast Corridor. Passenger service between Washington, New York and Boston will be made both reliable and comfortable, with trains traveling at speeds which are as high as technologically

feasible and financially realistic. Within 5 years, we should have trains traveling at speeds of up to 120 miles per hour. In addition, through a joint effort by the Federal Government and the States and local communities involved, we will refurbish the stations along the way to make train travel more attractive and convenient. All of the work done as part of this program will provide a base for further improvements and developments. I have asked Secretary Coleman to make the implementation of improvements to the Northeast Corridor a high priority.

In addition to providing short-term financial assistance, Congress in approving this legislation has taken a fundamental step to restore the long-term economic health of this vital American industry. The regulatory reform provisions in this bill are long overdue and I commend the Congress for this far-sighted and necessary action.

This kind of fundamental change in Government policy takes time. Every President since Harry S. Truman has called in vain for increased competition and reform of our regulated industries. For example, the Landis Report commissioned by President-elect Kennedy in 1960 recommended major policy revisions in transportation regulation. But for more than a quarter of a century, the Nation has had no results. In contrast, the

Railroad Revitalization and Regulatory Reform Act is the first significant reform of transportation regulation by any Administration --- or Congress.

An equally important task facing us now is to extend the principles of reform embodied in this legislation to the aviation and motor carrier industries. In these industries, we must strive to create a regulatory climate which relies on competitive forces, rather than on inflexible and bureaucratic directives of Federal agencies, to determine which firm will provide the desired transportation services and at what price. The time has come to place greater reliance on market competition.

I would also emphasize that the ultimate success of this legislation depends on more than the actions that have been taken by the Congress or this Administration. We have merely provided the tools which can be used to rebuild our railroads. I am confident that the Interstate Commerce Commission, ConRail and United States Railway Association will use these tools wisely for the purposes intended by the Congress and the Executive.

A major responsibility for achieving a viable private sector

railway system and, as stated in the legislation, "to provide energy efficient, ecologically compatible transportation services with greater efficiency, effectiveness and economy" rests with them.

We are embarking today on an historic endeavor to improve transportation in this country. I thank you all for your help. I ask you to continue your efforts to strengthen our private transportation system and to make it the finest in the world.



THE WHITE HOUSE
WASHINGTON



The attached changes in the signing statement reflect suggestions made by Bill Seidman.

Judy Johnston

*Both changes
greatly
draft*

improve

[Signature]

Draft Signing Statement

Railroad Revitalization and Regulatory Reform Act



I am pleased today to sign the Railroad Revitalization and Regulatory Reform Act of 1976. For more than a century, the railroads have been the backbone of our American transportation system. However, our rail system has recently been through troubled times. Now, this historic legislation will help restore the health and vitality of our Nation's ^{PRIVATE} railroad **SYSTEM** in a number of ways: First, this legislation encourages revitalization of our deteriorating rail freight system both in the Northeast and Nationwide. Second, it will provide substantial improvements in rail passenger service in the densely populated Northeastern United States. And finally, it will remove many unnecessary regulatory restrictions which for too long have hindered the ability of our railroads to operate efficiently and competitively. The actions set in motion by this legislation will make a significant contribution to our objectives of economic growth, energy independence and ↑.

a strong private SYSTEM. THROUGH PRIVATE JOB CREATION
TRANSPORTATION

The task of revitalizing the Nations' rail freight system will not be easy. ConRail, the new corporation established to operate the properties of the bankrupt railroads in the Northeast and Midwest, certainly does not have a smooth road ahead. Nevertheless, I believe that this legislation provides the tools to make the reorganization of the bankrupt railroads

a success. We expect that within 5 years ConRail will overcome the unprofitable legacy of the bankrupt lines. If ConRail is to succeed, however, the continued cooperation of all of you who have made this legislation possible is absolutely essential.

The bill also provides needed financial assistance to help the railroads improve their physical plant and encourages desirable restructuring of rail services both in the Northeast and Nationwide. The bill explicitly provides \$1.6 billion to rehabilitate and improve worn out plant facilities and directs the Secretary of Transportation to provide the necessary leadership in making our Nation's rail system more efficient. It may be that the reorganization of the bankrupt railroads in the Northeast and Midwest can be finally successful only as part of a further restructuring of the rail industry through private sector initiative.

This Act also permits us to begin a program of overdue improvements in rail passenger service in the densely populated Northeast Corridor. Passenger service between Washington, New York and Boston will be made both reliable and comfortable, with trains traveling at speeds which are as high as technologically



feasible and financially realistic. Within 5 years, we should have trains traveling at speeds of up to 120 miles per hour. In addition, through a joint effort by the Federal Government and the States and local communities involved, we will refurbish the stations along the way to make train travel more attractive and convenient. All of the work done as part of this program will provide a base for further improvements and developments. I have asked Secretary Coleman to make the implementation of improvements to the Northeast Corridor a high priority.

In addition to providing short-term financial assistance, Congress in approving this legislation has taken a fundamental step to restore the long-term economic health of this vital American industry. The regulatory reform provisions in this bill are long overdue and I commend the Congress for this far-sighted and necessary action.

This kind of fundamental change in Government policy takes time. Every President since Harry S. Truman has called in vain for increased competition and reform of our regulated industries. For example, the Landis Report commissioned by President-elect Kennedy in 1960 recommended major policy revisions in transportation regulation. But for more than a quarter of a century, the Nation has had no results. In contrast, the

Railroad Revitalization and Regulatory Reform Act is the first significant reform of transportation regulation by any Administration --- or Congress.

An equally important task facing us now is to extend the principles of reform embodied in this legislation to the aviation and motor carrier industries. In these industries, we must strive to create a regulatory climate which relies on competitive forces, rather than on inflexible and bureaucratic directives of Federal agencies, to determine which firm will provide the desired transportation services and at what price. The time has come to place greater reliance on market competition.

I would also emphasize that the ultimate success of this legislation depends on more than the actions that have been taken by the Congress or this Administration. We have merely provided the tools which can be used to rebuild our railroads. I am confident that the Interstate Commerce Commission, ConRail and United States Railway Association will use these tools wisely for the purposes intended by the Congress and the Executive. A major responsibility for achieving a viable private sector

railway system and, as stated in the legislation, "to provide energy efficient, ecologically compatible transportation services with greater efficiency, effectiveness and economy" rests with them.

We are embarking today on an historic endeavor to improve transportation in this country. I thank you all for your

help. I ask you to continue your efforts to strengthen our private transportation system and to make it the finest in the world.

Possible insert as substitute
on next page.

I want to thank the members of Congress, Secretary Coleman, the fine people at the Department of Transportation and the representatives of industry and labor for your help.





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL RAILROAD ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY 2:00 P.M.

February 5, 1976

FRA--976

(202) 426-0881

President Ford today signed into law a bill providing \$6.4 billion in federal aid for America's railroads.

"This is an historic occasion," U. S. Secretary of Transportation William T. Coleman, Jr. said at the signing ceremony in the White House. "This forward looking legislation will not only help to increase the overall efficiency and responsiveness of our transportation system, it will also greatly benefit our entire economy."

"American railroads have been ignored for too long while competitive modes of transportation were receiving large government subsidies. This bill gives them the boost they need to again have the ability to provide economical and energy efficient service for movement of our nation's vital supplies."

"I am pleased that the Congress and the Administration have reached accord on this complex legislation."

Key provisions of the Railroad Revitalization and Regulatory Reform Act of 1976 are:

- Provision of \$2.1 billion for the start-up of the Consolidated Rail Corporation (ConRail) on April 1 as the freight railroad restructured from seven bankrupt lines in the Northeast and Midwest region.
- Authority for the Secretary of Transportation to carry out the upgrading of rail passenger service in the Northeast Corridor between Washington and Boston at a cost of \$1.75 billion, including related station improvements. Total funding authorized for intercity rail passenger services is \$1.866 billion.

- more -

- Establishment of railroad rehabilitation and improvement financing to be administered by the Secretary to provide financial assistance in the amount of \$1.6 billion to railroads for roadbed and facilities improvement and maintenance.
- Provides \$360 million for a national rail service assistance program for freight lines beginning July 1. The money can be used for operating subsidies, the purchase or rehabilitation of little used lines to be abandoned by rail carriers, planning grants and for the development of services which may be less expensive than continued rail service. The Regional Rail Reorganization Act of 1973 had already provided \$180 million to the 17 states in the region for continuation of local rail freight service for a two-year period. They will not be eligible for participation in the national program until this period has ended.
- Authorizes \$125 million for continuation of commuter services in the region over a 2½ year period and continuation of all commuter service for an initial 180 day period after enactment. The program will be administered by the Urban Mass Transportation Administration.
- Designation of the Finance Committee of the United States Railway Association (USRA), consisting of the Secretaries of Transportation and Treasury and the USRA Chairman, to oversee the federal investment in ConRail.
- Reform of certain Interstate Commerce Commission regulatory procedures including setting of freight rates, streamlining of hearings, and establishment of an Office of Rail Public Counsel to represent the public interest at ICC rail proceedings.

#####

ROA30/020476

FACT SHEET

RAILROAD REVITALIZATION AND REGULATORY REFORM ACT OF 1976

New Authorizations for Federal Assistance to Railroads
(Dollars in Millions)

1. CONRAIL

Debentures	\$1,000	
Preferred Stock	<u>1,100</u>	
	\$2,100	\$2,100

2. RAILROAD REHABILITATION

Loan Guarantees	\$1,000	
Redeemable Preference Shares	<u>600</u>	
	\$1,600	1,600

3. INTERCITY RAIL PASSENGER SERVICES

Northeast Corridor Project	\$1,600	
Stations and Fencing	<u>150</u>	
	\$1,750	
Northeast Corridor Startup Funds	96	
Other Passenger Service Funding	<u>20</u>	
	\$1,866	1,866

4. RAIL SERVICE CONTINUATION SUBSIDIES

Branchline	\$ 360	
Commuter	<u>125</u>	
	\$ 485	485

5. LOAN AUTHORITY FOR UNITED STATES RAILWAY
ASSOCIATION (USRA)

275

6. OTHER

Conversion of Rail Rights-of-Way	\$ 20	
Rail Bank	6	
USRA	14	
Office of Rail Public Counsel	3	
Rail Services Planning Office	2	
Revision of ICC Accounting System	<u>1</u>	
	\$ 46	

	46	
TOTAL	<u>\$6,372</u>	

FEBRUARY 5, 1976

Office of the White House Press Secretary

THE WHITE HOUSE

STATEMENT BY THE PRESIDENT

I am pleased today to sign the Railroad Revitalization and Regulatory Reform Act of 1976. For more than a century, the railroads have been the backbone of our American transportation system. However, our rail system has recently been through troubled times. Now, this historic legislation will help restore the health and vitality of our Nation's private railroad system in a number of ways: First, this legislation encourages revitalization of our deteriorating rail freight system both in the Northeast and Nationwide. Second, it will provide substantial improvements in rail passenger service in the densely populated Northeastern United States. And finally, it will remove many unnecessary regulatory restrictions which for too long have hindered the ability of our railroads to operate efficiently and competitively. The actions set in motion by this legislation will make a significant contribution to our objectives of economic growth through private job creation, energy independence and a strong private transportation system.

The task of revitalizing the Nation's rail freight system will not be easy. ConRail, the new corporation established to operate the properties of the bankrupt railroads in the Northeast and Midwest, certainly does not have a smooth road ahead. Nevertheless, I believe that this legislation provides the tools to make the reorganization of the bankrupt railroads a success. We expect that within 5 years ConRail will overcome the unprofitable legacy of the bankrupt lines. If ConRail is to succeed, however, the continued cooperation of all of you who have made this legislation possible is absolutely essential.

The bill also provides needed financial assistance to help the railroads improve their physical plant and encourages desirable restructuring of rail services both in the Northeast and Nationwide. The bill explicitly provides \$1.6 billion to rehabilitate and improve worn out plant facilities and directs the Secretary of Transportation to provide the necessary leadership in making our Nation's rail system more efficient. It may be that the reorganization of the bankrupt railroads in the Northeast and Midwest can be finally successful only as part of a further restructuring of the rail industry through private sector initiative.

This Act also permits us to begin a program of overdue improvements in rail passenger service in the densely populated Northeast Corridor. Passenger service between Washington, New York and Boston will be made both reliable and comfortable, with trains traveling at speeds which are as high as technologically feasible and financially realistic. Within 5 years, we should have trains traveling at speeds of up to 120 miles per hour. In addition, through a joint effort by the Federal Government and the States and local communities involved, we will refurbish the stations along

more

the way to make train travel more attractive and convenient. All of the work done as part of this program will provide a base for further improvements and developments. I have asked Secretary Coleman to make the implementation of improvements to the Northeast Corridor a high priority.

In addition to providing short-term financial assistance, Congress in approving this legislation has taken a fundamental step to restore the long-term economic health of this vital American industry. The regulatory reform provisions in this bill are long overdue and I commend the Congress for this farsighted and necessary action.

This kind of fundamental change in Government policy takes time. Every President since Harry S Truman has called in vain for increased competition and reform of our regulated industries. For example, the Landis Report commissioned by President-elect Kennedy in 1960 recommended major policy revisions in transportation regulation. But for more than a quarter of a century, the Nation has had no results. In contrast, the Railroad Revitalization and Regulatory Reform Act is the first significant reform of transportation regulation by any Administration -- or Congress.

An equally important task facing us now is to extend the principles of reform embodied in this legislation to the aviation and motor carrier industries. In these industries, we must strive to create a regulatory climate which relies on competitive forces, rather than on inflexible and bureaucratic directives of Federal agencies, to determine which firm will provide the desired transportation services and at what price. The time has come to place greater reliance on market competition.

I would also emphasize that the ultimate success of this legislation depends on more than the actions that have been taken by the Congress or this Administration. We have merely provided the tools which can be used to rebuild our railroads. I am confident that the Interstate Commerce Commission, ConRail and United States Railway Association will use these tools wisely for the purposes intended by the Congress and the Executive. A major responsibility for achieving a viable private sector railway system and, as stated in the legislation, "to provide energy efficient, ecologically compatible transportation services with greater efficiency, effectiveness and economy" rests with them.

We are embarking today on an historic endeavor to improve transportation in this country. I want to thank the members of Congress, Secretary Coleman, the fine people at the Department of Transportation and the representatives of industry and labor for their help. I ask them to continue their efforts to strengthen our private transportation system and to make it the finest in the world.

#

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

THE WHITE HOUSE

REMARKS OF THE PRESIDENT
UPON SIGNING S. 2718
THE RAILROAD REVITALIZATION AND
REGULATORY REFORM ACT OF 1976

THE EAST ROOM

2:05 P.M. EST

Mr. Secretary, distinguished Members of the Congress, distinguished guests, ladies and gentlemen:

It is really a great privilege and pleasure for me to participate in the signing of the Railroad Revitalization and Regulatory Reform Act of 1976.

As all of you know, this act provides for a comprehensive restoration of the health and the vitality of our Nation's railroads. This legislation is a product of learning the negotiations, and I think intelligent cooperation between the Congress and the Executive Branch of the Government.

I commend you, Secretary Coleman, as well as the Members of the Congress who participated, for your very far-sighted and effective efforts.

This bill, fortunately, encourages the revitalization of our deteriorating rail freight system, both in the Northeast as well as nationwide. It provides badly needed financial assistance to help the railroads improve their physical plant and encourages the desired restructuring of our railroad system.

It makes substantial improvement possible in rail passenger service in our densely populated Northeast section.

Congress, in approving this legislation, has taken a very fundamental step to restore the long-term economic health of this very essential and necessary part of our economic system.

MORE

The regulatory reform provisions in this bill are long overdue. Every President since Harry S. Truman, both Republican and Democrat alike, have called in vain for increased competition and reform in our regulated industry.

But, the Railroad Revitalization Regulatory and Reform Act, which I am privileged to sign today, is the first significant reform of transportation by any Administration or any Congress.

I hope and trust that we will continue in other ways in regulatory reform, and I ask my friends in the Congress to cooperate in those instances as much as they did in this.

I think it will be in the best interest of our regulated industries, and particularly in the best interest of our consumers.

It is now my privilege and pleasure to sign this rather substantial document. (Laughter) Again, I congratulate Secretary Coleman and his staff, as well as the Members of Congress who labored long and hard and effectively in the best interests of our Nation as a whole. I congratulate all of them.

END (AT 2:09 P.M. EST)

Office of the White House Press Secretary

THE WHITE HOUSE

FACT SHEET

RAILROAD REVITALIZATION AND REGULATORY
REFORM ACT OF 1976 (S.2718)

The President today signed the Railroad Revitalization and Regulatory Reform Act of 1976 (S.2718). This omnibus bill provides long overdue regulatory reform, makes it possible to reorganize the bankrupt Northeast and Midwest railroads, and authorizes necessary financial assistance for upgrading rail facilities.

Key provisions of the bill include:

1. Reform of economic regulation of the railroads through increased reliance on market competition and improvements in ICC regulatory procedures.
2. Establishment of a financing mechanism and other procedures to permit the transfer and rehabilitation of rail properties to reorganize seven bankrupt railroads into ConRail, a new for-profit corporation.
3. Establishment of a financial assistance program to help improve worn out physical facilities and encourage desirable restructuring.
4. Improvement of rail passenger service in the Northeast Corridor.
5. Continuation through subsidy of selected freight and commuter rail service.

BACKGROUND

During 1975, the Administration proposed four bills to help solve the difficult problems of the Nation's railroad industry.

- In May, the Administration submitted the Railroad Revitalization Act which called for the elimination of outdated regulation and increased reliance on competition in the railroad industry. This was one of three proposals seeking to reform transportation regulation. The Aviation Act of 1975 submitted in October and the Motor Carrier Reform Act forwarded in November are also part of the Administration's regulatory reform program. (See Fact Sheet accompanying the State of the Union Address, January 19, 1976.)
- In September, the Department of Transportation and the United States Railway Association (USRA) jointly proposed the Second Regional Rail Reorganization Act to implement the Final System Plan. This plan proposed a new corporation, ConRail, to provide essential freight service in the Northeast and Midwest.
- The Local Rail Service Amendments of 1975 were submitted in October to amend the subsidy provisions of the Regional Rail Reorganization Act.

more

- In November, the Administration offered its plan for improvement in high speed, intercity passenger service between Boston and Washington.

The Act signed today incorporates most of the provisions of these four proposals. It authorizes \$6.4 billion in appropriations and loan guarantees. It is the product of negotiation, compromise and cooperation between Congress and the Administration and provides the tools which are necessary to rebuild the long-term economic health of the rail industry.

SUMMARY OF THE BILL'S PROVISIONS

Title I - General Provisions. This includes the Declaration of Policy setting forth the purposes of the legislation, i.e., maintaining a viable private sector rail system and providing more efficient, effective and economic rail transportation.

Title II - Railroad Rates. The bill provides the railroads significant pricing flexibility and sets new standards for determining just and reasonable railroad rates. It directs the ICC to promulgate standards and procedures for determining railroads revenue levels and prohibits the ICC from protecting rail carriers against competition from other modes. The bill also takes preliminary steps to reform anticompetitive practices of railroad rate bureaus.

Title III - Reform of the Interstate Commerce Commission. The bill makes several beneficial changes in ICC procedures which will expedite the regulatory process and make it more intelligible. For example it sets specific time deadlines for decisions and directs the ICC to undertake a comprehensive reform of its rule-making provisions. In addition, this section prohibits discriminatory taxation of railroad property and requires ICC to establish a uniform cost accounting system.

Title IV - Mergers and Consolidations. The bill imposes specific time limits on merger proceedings and gives the Secretary of Transportation a new role in expedited merger procedures to encourage desirable restructuring of the railroads.

Title V - Railroad Rehabilitation and Improvement Financing. The bill establishes a Railroad Rehabilitation and Improvement Fund in the Treasury to provide needed capital for the maintenance, rehabilitation, improvement and acquisition of facilities. It authorizes the Secretary of Transportation to sell \$600 million of "fund anticipation notes" to the Treasury as an initial source of revenue for the fund. The Secretary may then use money in the Rail fund to purchase "redeemable preference shares" from the railroads. These redeemable preference shares will in effect provide low-interest, thirty-year loans to the railroads. Additional financial aid in the amount of \$1 billion is provided through loan guarantees administered by the Secretary of Transportation. The bill also provides labor protection similar to that in the Regional Rail Reorganization Act of 1973.

more

Title VI - Implementation of the Final System Plan. The bill establishes a Finance Committee of the USRA Board of Directors, independent of the Board, to act as a check on proposed USRA investments in ConRail securities. It authorizes investments of \$1 billion in ConRail debentures and \$1.1 billion in series A preferred stock. The bill empowers the USRA to set the initial terms and conditions governing the purchase of ConRail securities and specifies the conditions under which the Finance Committee may halt or modify proposed USRA investments. To allow for continuing reorganization of the railroads, the bill establishes a procedure for effecting supplemental transactions including transfer of ConRail property to railroads outside the region. In addition the bill assures that the bankrupt railroads will receive fair and equitable value for properties transferred to ConRail.

Title VII - Northeast Corridor Project Implementation. The bill authorizes \$1.75 billion for upgrading intercity rail passenger service in the Northeast Corridor. It requires AMTRAK to purchase or lease rail properties as designated in the Final System Plan for improved passenger operations and establishes specific goals for the Boston-Washington improvement project. Within 5 years after enactment, the bill calls for regularly scheduled dependable service between Boston and New York within 3 hours and 40 minutes and between New York and Washington of 2 hours, 40 minutes. The Secretary is required to coordinate all transportation programs related to the Corridor and to report to the Congress within two years regarding the feasibility of further decreasing trip times.

Title VIII - Local Rail Service Continuation. The bill authorizes the Secretary to provide aid to the States to subsidize the continuation of essential local service when discontinuance or abandonment by a rail carrier is proposed. It amends the Federal share of rail continuance assistance to a five-year program starting with 100% in the first year and decreasing to 70%. It also establishes a specific program to assist State and local commuter authorities to subsidize continuation of commuter services threatened by abandonment as a result of this Act.

Title IX - Miscellaneous Provisions. This section calls for a variety of actions including a comprehensive study of the Nation's rail system, a study of Federal aid to rail transportation, and the establishment of a Minority Resource Center within the Transportation Department to publicize and further minority business opportunities on rail-related projects.

#

Office of the White House Press Secretary

THE WHITE HOUSE

STATEMENT BY THE PRESIDENT

I am pleased today to sign the Railroad Revitalization and Regulatory Reform Act of 1976. For more than a century, the railroads have been the backbone of our American transportation system. However, our rail system has recently been through troubled times. Now, this historic legislation will help restore the health and vitality of our Nation's private railroad system in a number of ways: First, this legislation encourages revitalization of our deteriorating rail freight system both in the Northeast and Nationwide. Second, it will provide substantial improvements in rail passenger service in the densely populated Northeastern United States. And finally, it will remove many unnecessary regulatory restrictions which for too long have hindered the ability of our railroads to operate efficiently and competitively. The actions set in motion by this legislation will make a significant contribution to our objectives of economic growth through private job creation, energy independence and a strong private transportation system.

The task of revitalizing the Nation's rail freight system will not be easy. ConRail, the new corporation established to operate the properties of the bankrupt railroads in the Northeast and Midwest, certainly does not have a smooth road ahead. Nevertheless, I believe that this legislation provides the tools to make the reorganization of the bankrupt railroads a success. We expect that within 5 years ConRail will overcome the unprofitable legacy of the bankrupt lines. If ConRail is to succeed, however, the continued cooperation of all of you who have made this legislation possible is absolutely essential.

The bill also provides needed financial assistance to help the railroads improve their physical plant and encourages desirable restructuring of rail services both in the Northeast and Nationwide. The bill explicitly provides \$1.6 billion to rehabilitate and improve worn out plant facilities and directs the Secretary of Transportation to provide the necessary leadership in making our Nation's rail system more efficient. It may be that the reorganization of the bankrupt railroads in the Northeast and Midwest can be finally successful only as part of a further restructuring of the rail industry through private sector initiative.

This Act also permits us to begin a program of overdue improvements in rail passenger service in the densely populated Northeast Corridor. Passenger service between Washington, New York and Boston will be made both reliable and comfortable, with trains traveling at speeds which are as high as technologically feasible and financially realistic. Within 5 years, we should have trains traveling at speeds of up to 120 miles per hour. In addition, through a joint effort by the Federal Government and the States and local communities involved, we will refurbish the stations along

more

the way to make train travel more attractive and convenient. All of the work done as part of this program will provide a base for further improvements and developments. I have asked Secretary Coleman to make the implementation of improvements to the Northeast Corridor a high priority.

In addition to providing short-term financial assistance, Congress in approving this legislation has taken a fundamental step to restore the long-term economic health of this vital American industry. The regulatory reform provisions in this bill are long overdue and I commend the Congress for this farsighted and necessary action.

This kind of fundamental change in Government policy takes time. Every President since Harry S Truman has called in vain for increased competition and reform of our regulated industries. For example, the Landis Report commissioned by President-elect Kennedy in 1960 recommended major policy revisions in transportation regulation. But for more than a quarter of a century, the Nation has had no results. In contrast, the Railroad Revitalization and Regulatory Reform Act is the first significant reform of transportation regulation by any Administration -- or Congress.

An equally important task facing us now is to extend the principles of reform embodied in this legislation to the aviation and motor carrier industries. In these industries, we must strive to create a regulatory climate which relies on competitive forces, rather than on inflexible and bureaucratic directives of Federal agencies, to determine which firm will provide the desired transportation services and at what price. The time has come to place greater reliance on market competition.

I would also emphasize that the ultimate success of this legislation depends on more than the actions that have been taken by the Congress or this Administration. We have merely provided the tools which can be used to rebuild our railroads. I am confident that the Interstate Commerce Commission, ConRail and United States Railway Association will use these tools wisely for the purposes intended by the Congress and the Executive. A major responsibility for achieving a viable private sector railway system and, as stated in the legislation, "to provide energy efficient, ecologically compatible transportation services with greater efficiency, effectiveness and economy" rests with them.

We are embarking today on an historic endeavor to improve transportation in this country. I want to thank the members of Congress, Secretary Coleman, the fine people at the Department of Transportation and the representatives of industry and labor for their help. I ask them to continue their efforts to strengthen our private transportation system and to make it the finest in the world.

#

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

THE WHITE HOUSE

REMARKS OF THE PRESIDENT
UPON SIGNING S. 2718
THE RAILROAD REVITALIZATION AND
REGULATORY REFORM ACT OF 1976

THE EAST ROOM

2:05 P.M. EST

Mr. Secretary, distinguished Members of the Congress, distinguished guests, ladies and gentlemen:

It is really a great privilege and pleasure for me to participate in the signing of the Railroad Revitalization and Regulatory Reform Act of 1976.

As all of you know, this act provides for a comprehensive restoration of the health and the vitality of our Nation's railroads. This legislation is a product of learning the negotiations, and I think intelligent cooperation between the Congress and the Executive Branch of the Government.

I commend you, Secretary Coleman, as well as the Members of the Congress who participated, for your very far-sighted and effective efforts.

This bill, fortunately, encourages the revitalization of our deteriorating rail freight system, both in the Northeast as well as nationwide. It provides badly needed financial assistance to help the railroads improve their physical plant and encourages the desired restructuring of our railroad system.

It makes substantial improvement possible in rail passenger service in our densely populated Northeast section.

Congress, in approving this legislation, has taken a very fundamental step to restore the long-term economic health of this very essential and necessary part of our economic system.

MORE

The regulatory reform provisions in this bill are long overdue. Every President since Harry S. Truman, both Republican and Democrat alike, have called in vain for increased competition and reform in our regulated industry.

But, the Railroad Revitalization Regulatory and Reform Act, which I am privileged to sign today, is the first significant reform of transportation by any Administration or any Congress.

I hope and trust that we will continue in other ways in regulatory reform, and I ask my friends in the Congress to cooperate in those instances as much as they did in this.

I think it will be in the best interest of our regulated industries, and particularly in the best interest of our consumers.

It is now my privilege and pleasure to sign this rather substantial document. (Laughter) Again, I congratulate Secretary Coleman and his staff, as well as the Members of Congress who labored long and hard and effectively in the best interests of our Nation as a whole. I congratulate all of them.

END (AT 2:09 P.M. EST)

Office of the White House Press Secretary

THE WHITE HOUSE

FACT SHEET

THE PRESIDENT'S STATE OF THE UNION MESSAGE

<u>MAJOR ELEMENTS</u>	<u>PAGE</u>
I. ECONOMIC PROGRAM AND PROSPECTS	1
A. Sustained Economic Growth without Inflation	1
1. Spending Restraint and a Balanced Federal Budget by 1979	1
2. Tax Cuts	1
B. Job Creation and Employment	4
1. Tax Cuts	4
2. Accelerated Depreciation for Construction of Plants and Equipment in High Unemployment Areas	4
3. Broadening Stock Ownership	6
4. Estate Tax Proposal for Family Farms and Businesses	6
II. HOUSING ASSISTANCE	8
III. REGULATORY REFORM	9
A. Principal Objectives of the Administration's Program	9
B. The Administration's Program	9
1. Expanded Antitrust Activity	9
2. Independent Regulatory Commissions	10
3. Executive Branch Agencies	10
4. Commission of Federal Paperwork	10
5. Transportation Regulatory Reform	10
6. Financial Institutions Act	10
7. Energy	10
8. Fair Trade Laws	10
9. Securities	10
IV. ENERGY	11
A. Pending Legislation	12
E. Current Energy Situation	12
C. Future Energy Outlook	13
1. Near-Term (1976-1978)	13
2. Mid-Term (1976-1985)	13
3. Long-Term (beyond 1985)	13

<u>MAJOR ELEMENTS</u>	<u>PAGE</u>
V. HEALTH	14
A. Medicare Improvements of 1976	14
1. Catastrophic Cost Protection for Health Care	14
2. Cost Sharing Modifications	14
3. Reimbursement Limits	15
B. Financial Assistance for Health Care	15
C. Veterans Administration Medical Care	17
VI. INCOME SECURITY	18
A. Social Security	18
B. Aid to the Unemployed	18
VII. INCOME ASSISTANCE	20
A. Income Assistance Simplification Act	20
B. Food Stamp Reform	20
VIII. CONTROLLING CRIME	22
A. Mandatory Minimum Sentences	22
B. Increased Federal Criminal Justice Manpower and Resources	22
C. Controlling Handgun Abuse	23
D. Drug Abuse	23
E. Assistance to State and Local Government	24
IX. GENERAL REVENUE SHARING	25
X. PROGRAM CONSOLIDATION	27
A. Financial Assistance for Elementary and Secondary Education	27
B. Child Nutrition Reform	28
C. Financial Assistance for Community Services	28

I. ECONOMIC PROGRAM AND PROSPECTS

The President's economic policies outlined in his State of the Union Message are designed to keep the economy on an upward path toward two central long-term objectives:

- Sustained economic growth without inflation;
- Jobs for all who seek work.

A. SUSTAINED ECONOMIC GROWTH WITHOUT INFLATION

BACKGROUND

At the beginning of 1976, the American economy is well on the way to recovery from the deepest recession since the 1930's. One year ago most economic indicators including unemployment, inflation and production were deteriorating. The most significant economic feature of 1975 was that the economy turned around and steadily grew healthier during the last half of the year. The double digit inflation of over 12 percent in 1974 was reduced in 1975 to an estimated 6.9 percent. Further progress is expected in 1976 when a rate of 5.9 percent is forecast. The further reduction in the anticipated rate of inflation is expected to coincide with a continuation of the recent healthy recovery in the standard of living. Real gross national product is expected to grow by 6.2 percent in 1976 and 5.7 percent in 1977.

DESCRIPTION OF PROGRAM

1. Spending Restraint and a Balanced Federal Budget by 1979

The President's budget recommends \$394.2 billion in Federal outlays for FY 1977, a reduction of nearly \$29 billion in the projected growth of Federal Government spending. As a result of this spending restraint, the Federal deficit would be reduced from an estimated \$76 billion in FY 1976 to \$43 billion in FY 1977. By continuing to check the growth in Federal spending, the budget can be balanced in FY 1979. Significant spending restraint coupled with tax cuts will foster sustained economic growth without inflation.

2. Tax Cuts

The President will seek further permanent tax cuts for the American people, effective July 1, 1976. In keeping with his budget to contain the growth of Federal spending, the President reaffirmed his proposal for a \$28 billion permanent tax reduction. The President's proposed permanent tax reduction is \$10 billion more than the temporary tax reduction (annualized) enacted in December.

more

(OVER)

a. Calendar Year 1977 and Beyond

The President's permanent program has the following major features:

- an increase in the personal exemption from \$750 to \$1,000
- substitution of a single standard deduction --- \$2,500 for married couples filing jointly and \$1,800 for single taxpayers -- for the existing low income allowance and percentage standard deduction,
- a reduction in individual income tax rates (see Annexes A and B),
- a permanent 10 percent investment tax credit,
- a reduction in the maximum corporate income tax rate from 48 percent to 46 percent and making permanent the current temporary tax cuts on the first \$50,000 of corporate income,
- a program to stimulate construction of new electric utility facilities to insure that long-run economic growth is not limited by capacity shortages in the production of electricity (see Annex C).

b. Calendar Year 1976

Since taxpayers compute their taxes on a calendar year basis, the President is proposing tax liability changes for calendar year 1976 that mesh his permanent proposal with the Revenue Adjustment Act of 1975 and approximate the effect of applying in 1976 the current temporary tax cuts for six months and the President's permanent tax cuts for six months. The President's full proposed tax liability changes will apply for 1977 and subsequent years.

The President's proposals would result in lower withholding tax rates (and higher take-home pay) effective July 1, 1976. The lower withholding tax rates would reflect the full impact of the tax cuts proposed by the President last October and would remain constant in 1977.

The specific tax liability provisions that will apply in calendar year 1976 are:

	<u>Tax Cuts (Compared to 1974 law)</u>
For individuals:	
-- a personal exemption of \$875	\$ 5.4 billion
--- a per capita exemption credit of \$17.50, with alternative taxable income credit equal to 1 percent of the first \$9,000 of taxable income (i.e., maximum credit equals \$90);	\$ 4.6 billion

more

-- standard deduction changes	\$ 4.1 billion
. a low income allowance of \$2,300 for joint returns and \$1,750 for singles;	
. a percentage standard deduction of 16 percent of Adjusted Gross Income with a maximum of \$2,650 for joint returns and \$2,100 for singles;	
-- an average of the rate structures under present law and the President's permanent tax cut program (see Annexes A & B);	\$ 3.6 billion
-- an earned income credit equal to 5 percent of earned income with a maximum of \$200, phasing out at \$8,000 of earned income or adjusted gross income, whichever is greater.	<u>\$ 0.7 billion</u>
TOTAL INDIVIDUAL CUTS	\$18.5 billion

For business:

-- a reduction in corporate rates	\$ 3.2 billion
. the rates will be 20 percent for the first \$25,000 of taxable income, 22 percent for the second \$25,000 of taxable income, and 47 percent for taxable income above \$50,000.	
-- the program to stimulate construction of electric facilities, effective July 1, 1976.	<u>\$ 0.6 billion</u>
TOTAL INDIVIDUAL AND BUSINESS TAX CUTS	\$22.2 billion

c. Comparative Tax Tables

The tables in Annex D illustrate the effect of the President's tax cut proposal when it is fully effective in 1977 on different individual taxpayers compared to 1) tax liabilities under 1972-74 law; 2) 1975 tax liabilities; 3) 1976 tax liabilities under the Revenue Adjustment Act, and 4) the President's transitional proposal for 1976.

more

(OVER)

B. JOB CREATION AND EMPLOYMENT

BACKGROUND

Considerable progress has been achieved during the past year. There were 85.5 million Americans at work in December, 1.7 million more than at the low point in March 1975.

The President's approach to the unemployment problem has embraced three sets of policies:

1. Alleviating the economic hardship for those who are unemployed through temporarily extending unemployment insurance coverage to 12 million additional workers and temporarily extending the period of time individuals may receive unemployment insurance benefits from 39 to 65 weeks.
2. Providing increased funds for established and proven Federal programs including Comprehensive Employment Training Act (CETA), summer youth employment and public service employment.
3. Stimulating economic activity in the private sector through a reduction in individual and corporate income taxes and encouraging increased investment in America's economic future through a series of tax incentives.

To encourage investment, the President has already proposed a phased integration of the corporate and individual income tax which will eventually eliminate the double tax burden now imposed on corporate dividends. In addition, he has proposed a six-point plan to stimulate construction of new electric utility facilities to insure that long-run economic growth is not limited by capacity shortages in the production of electricity.

DESCRIPTION OF PROGRAM

The President has proposed four new programs to promote additional investment and create new jobs:

1. Tax Cuts

The President proposed permanent reductions in individual and corporate income taxes and a permanent increase in the investment tax credit. Details of these proposals are outlined above.

2. Accelerated Depreciation for Construction of Plants and Equipment in High Unemployment Areas

To speed up plant expansion and the purchase of new equipment in high unemployment areas, the President proposed permitting very rapid depreciation for businesses constructing new plants, purchasing equipment, or expanding existing facilities in areas experiencing unemployment in excess of 7 percent. Construction of such facilities must begin within one year of today to be eligible.

The program would accelerate the construction of new industrial and commercial facilities in areas of high unemployment where new jobs are

more

most needed. It would immediately benefit the construction industry -- one of the most depressed industries in the economy -- and would create productive, permanent, well-paying jobs in the private sector.

The incentives provided by this proposal are substantial. For example, in the case of a building with a 30-year useful life, the taxpayer would be able to write off one-third of the cost in the first 5 years as compared with 23 percent under the most accelerated method of depreciation now available. For equipment, the entire cost of equipment with a 12-year useful life could be written off in 5 years compared to 60 percent under the double declining balance method now available.

The program has the following provisions:

Qualifying Location: Any Labor Market Area (LMA) which had an average unemployment rate of 7 percent or more for calendar year 1975. If the unemployment rate for such year in any state, exclusive of the LMAs in such state, was 7 percent or more, all areas of such state outside the LMAs would also qualify. A list of potentially qualified Labor Market Areas is at Annex E.

Qualifying Real Estate: Any commercial or industrial facility located in a qualifying area, the construction of which is commenced on or after January 19, 1976, and before January 20, 1977, which is completed within 36 months. Commercial and industrial facilities include factories, warehouses, shopping centers and office buildings, but do not include residential real estate of any kind. Distinct additions to existing facilities will also qualify for these benefits.

Qualifying Equipment: Production equipment which is ordered during the year commencing January 19, 1976, and placed into service in a qualified facility or addition within 36 months thereafter. Equipment for existing facilities or equipment such as over-the-road equipment and rolling stock does not qualify.

Amortization of Qualified Real Estate: Amortization will be allowed over a period equal to one-half the shortest life which a taxpayer may now claim under any provision of the Internal Revenue Code and Regulations. The definition of real estate, as distinguished from equipment, for this purpose will be the same as is used in the investment credit code provisions.

Amortization of Equipment: Equipment can be amortized over sixty months by the straight-line method from the date the equipment is placed in service.

Investment Credit for Equipment: The full investment tax credit would still be allowed if the useful life of such equipment, under present tests, is 7 years or more. This is a most significant

more

(OVER)

benefit which will make the election to amortize much more attractive than if the taxpayer were limited to two-thirds of the investment credit as is the case under current law with respect to property depreciated over a five-year period.

Application to Electric Utilities: This proposal would not apply to electric utilities if the Administration's program relating to the taxation of such utilities is implemented.

3. Broadening Stock Ownership

The President proposed tax incentives to encourage broadened stock ownership by low and middle income working Americans by allowing deferral of taxes on certain funds invested in common stocks. Widespread stock ownership will promote more stable financial markets; strengthen economic, social and political support for the free market system; and help employees build a reasonable estate. Details of the program will be worked out with the Congress.

The proposal has the following general features:

- A Broadened Stock Ownership Plan (BSOP) could be established by individuals or by employers for the voluntary participation of their employees.
- Contributions to BSOP would be deductible from taxable income.
- Participation would be restricted to individuals in the middle and low income ranges through a limit on the maximum amount of the annual contribution eligible for exclusion from income tax, with participation phased out at higher income levels.
- Funds in a BSOP would have to be invested in common stocks, which could take the form of an interest in a mutual fund.
- Funds in a BSOP would have to remain invested for at least 7 years and are subject to tax at the time of withdrawal.
- Income earned by the BSOP would be exempt from tax until withdrawn from the plan.
- The plan would go into effect July 1, 1976, and the full deduction would be allowed for calendar year 1976.

4. Estate Tax Proposal for Family Farms and Businesses

The President proposed a change in the Federal estate tax laws to make it easier to continue the family ownership of a small farm or business. The proposed changes would stretch out the estate tax payment period so that Federal estate taxes can be paid out of the income of the farm or business. No payment will be required for five years and 20 years will be allowed for full payment of estate taxes at a 4 percent interest rate. This reform will help ensure the survival of smaller farms and businesses for future generations and allow them to expand their current operations.

The proposed change would liberalize the present rules under section 6166 of the Internal Revenue Code which permit the payment in 10 annual installments of estate taxes attributable to a family farm or other closely-held business constituting a substantial part of an estate (35 percent of the total estate or 50 percent of the taxable estate). Currently, interest on deferred estate tax payments is charged at the normal rate on overdue tax payments (currently 9 percent, but 7 percent effective February 1, 1976).

The proposal has the following features:

-- At the estate's option, a five-year moratorium will apply to payment of that portion of the tax liability attributable to an ownership interest in a family farm or other closely-held business qualifying for ten-year installment payments under present section 6166 of the Internal Revenue Code. No interest will accrue during the five-year moratorium period and no principal or interest payments will be required during that period.

--- At the end of the five-year period, the deferred tax will, at the estate's option, be payable in equal annual installments over the next 20 years.

-- Interest on the installments will be reduced to 4 percent per annum from the 7 percent rate generally applicable to deferred tax payments.

-- The five-year moratorium and twenty-year extended payment provisions will apply only to the estate tax liability attributable to the first \$300,000 in value of the family farm or business. Between \$300,000 and \$600,000 there will be a dollar for dollar reduction in the value of the farm or business qualifying for the moratorium and extended payment provisions. That portion of the tax not qualifying will continue to be subject to ten-year installment payments with the 7 percent interest rate.

more

(OVER)

II. HOUSING ASSISTANCE

The President announced additional housing assistance for 500,000 families.

BACKGROUND

Federal housing programs administered by HUD play a significant role in increasing the Nation's supply of housing. Two programs, Section 8 and Section 235, will help spur the construction of new housing units and will provide housing assistance for low and moderate income families.

DESCRIPTION OF PROGRAM

Subsidies will be provided for up to an additional 400,000 low income families under a rental housing program in fiscal year 1977. This includes 125,000 units of new construction or substantial rehabilitation. This program (commonly referred to as the "Section 8" program) pays the difference between a percentage of family income and the rent charged by the landlord.

During FY 1977, mortgage subsidies will be approved for an additional 100,000 families with moderate incomes to help them buy newly constructed or substantially rehabilitated homes, under the revised Section 235 homeownership assistance program.

more

III. REGULATORY REFORM

The President reemphasized his concern that government regulation be modernized to provide a rational and efficient regulatory system serving today's needs.

BACKGROUND

President Ford has adopted the reform of government regulation as a principal goal of his Administration. He has ordered a critical review of all Federal regulatory activities to eliminate regulations which are obsolete and inefficient in today's economic environment. Regulatory reform is an essential part of the President's effort to make government more responsive to current economic and social realities.

A. PRINCIPAL OBJECTIVES OF THE ADMINISTRATION'S PROGRAM

1. Benefit consumers by encouraging increased competition. Competition fosters innovation, encourages new businesses, creates new jobs, ensures a wide choice of goods and services, and helps to keep prices at reasonable levels. By eliminating arbitrary barriers to entry and by increasing pricing flexibility, the Administration hopes to restore competition in the regulated sectors of the economy.
2. Increase understanding of the costs of regulation. Often the real costs of regulatory activities are hidden from public view. Inefficient and outdated regulation costs consumers billions of dollars every year in unnecessarily high prices. The Administration believes that these costs should be subject to the same critical attention devoted to the Federal budget.
3. Improve methods of achieving the objectives of regulation. In many instances, regulation is necessary, particularly in the health, environment and safety areas. However, regulation can impose a considerable cost burden on the consuming public and on the economy. The Administration is concerned that public protection be achieved in the most efficient manner.
4. Substitute increased antitrust enforcement for administrative regulation. In the past, regulation has often been a substitute for competition. The Administration is seeking to reverse this pattern and believes that antitrust enforcement has an important role in keeping costs and prices down.

B. DESCRIPTION OF PROGRAM

In October, 1974, the President initiated the reform program by asking Congress to sponsor jointly a National Commission on Regulatory Reform to study the problems of Government regulation; but so far, Congress has taken no action. Accordingly, the Administration is pursuing the following specific reform initiatives:

1. Expanded Antitrust Activity. In addition to providing for increased antitrust enforcement resources, the Administration is questioning antitrust immunity now granted to numerous industries. Many of the Administration's legislative proposals will eliminate unnecessary antitrust exemptions which restrain competition.

more

(OVER)

2. Independent Regulatory Commissions. The President has met with the Commissioners of the 10 independent Regulatory Agencies to emphasize the importance of regulatory reform. He has asked the Commissioners to: analyze the economic costs and benefits of their actions; reduce regulatory delays; better represent consumer interests; and eliminate outdated regulation.
3. Executive Branch Agencies. Departments and Agencies are now required to analyze the inflationary impact of major new legislative proposals, rules and regulations. This requirement is designed to measure the economic costs of Government regulation.
4. Commission of Federal Paperwork. The Commission has been established to study the impact of Government reporting requirements on businesses and individuals. To assure action in the short-run, the Administration is working now to eliminate unnecessary Government paperwork requirements.
5. Transportation Regulatory Reform. The Administration has developed specific legislative proposals to reform transportation economic regulation.

The Railroad Revitalization Act, introduced in May, 1975, seeks to rebuild a healthy, efficient rail system by eliminating outdated regulatory restrictions. It will enable the railroads to compete more effectively with other forms of transportation.

The Aviation Act of 1975, submitted in October, 1975, will improve the airline regulatory environment by fostering price competition and by allowing existing airlines to serve new markets and new carriers to enter the industry.

The Motor Carrier Reform Act, introduced in November, 1975, will increase competition in the motor carrier industry and provide shippers and consumers with a wider range of services and prices.

6. Financial Institutions Act. The Administration submitted last March the Financial Institutions Act which will enable small savers to earn higher interest on savings accounts and provide more diversified financial services to all customers.
7. Energy. To help assure adequate supplies of energy, the Administration has proposed legislation to deregulate the price of new natural gas.

The following Administration legislative initiatives have been passed by the Congress and signed by the President:

8. Fair Trade Laws. The repeal of these laws, which allowed manufacturers to dictate the retail price for their products, can save consumers an estimated \$2 billion per year.
9. Securities. President Ford signed the Securities Act Amendments of 1975 last June, to promote competition among stockbrokers and to establish a national stock market system.

more

IV. ENERGY

The President's State of the Union Message reviewed the Nation's current energy situation and reiterated major policy objectives. With the legislative accomplishments to date and administrative actions taken by the President, the Nation will achieve more than 80 percent of the President's near-term goal for reducing vulnerability to another embargo.

BACKGROUND

In last year's State of the Union Message, the President announced a set of policy goals:

- In the near-term, 1975-1977, halt our growing import dependence by reducing oil imports by 2 million barrels per day (MMB/D) before the end of 1977.
- In the mid-term, 1975-1985, attain energy independence by achieving invulnerability to oil import disruption; this means a 1985 import range of 3-5 MMB/D, replaceable by stored supply and emergency measures.
- In the long-term, beyond 1985, mobilize U.S. technology and resources to supply a significant share of the Free World's energy needs.

In January, 1975, he also submitted to the Congress the Energy Independence Act. This Act contained a comprehensive set of measures to conserve energy, increase domestic energy production, and provide for strategic reserves and standby authorities in the event of another embargo. The President also took administrative action imposing an import fee on crude oil to reduce our dependency and submitted several additional legislative proposals to the Congress during last year.

In December, the President signed the Energy Policy and Conservation Act of 1975, which contains several of his proposals, including:

- A national strategic petroleum reserve to provide a stockpile for future embargoes.
- Standby allocation, rationing, and other authorities for use in the event of another embargo.
- An oil pricing formula that provides for decontrol.
- Conservation measures to improve energy efficiency by affixing energy labels on appliances and automobiles.
- Extension of the Federal Government's ability to mandate utility and industrial conversions to coal from oil and gas.

more

A. PENDING LEGISLATION

Other Administration proposals now before the Congress include:

- New natural gas price deregulation and emergency measures have passed the Senate and will soon come up in the House.
- Authorization for production of the Naval Petroleum Reserves is in Conference Committee.
- National thermal efficiency standards for new buildings have passed the House and will soon be considered by the full Senate.
- Weatherization assistance to help low income and elderly consumers save energy has passed the House and will soon be considered by the full Senate.
- Clean Air Act Amendments.
- Assurances for private competitive uranium enrichment industry.
- Improved nuclear licensing procedures.
- Energy Independence Authority, including commercialization of synthetic fuels.
- Tax credit for insulation.
- Electric utility regulatory reform.
- New energy facility siting authorities.

B. CURRENT ENERGY SITUATION

- Domestic oil production continues to decline. Production in 1975 averaged about 8.4 MMB/D --- a decline of about 0.7 MMB/D from the time of the embargo and about 13 percent from peak production in 1970.
- The United States paid about 27 billion dollars for foreign oil last year --- over \$125 for every American.
- Imports averaged about 6 MMB/D in 1975, about the same as 1974.
- Natural gas production declined for the second straight year. About 20.1 trillion cubic feet (Tcf) were produced in 1975, as compared to 21.6 Tcf in 1974 and 22.6 Tcf in 1973.
- Coal production was about 640 million tons in 1975, an increase of about 6 percent from 1974.
- The contribution of nuclear power to the generation of electricity increased from 6 percent in 1974 to about 8.5 percent in 1975 and will continue to rise.

more

C. FUTURE ENERGY OUTLOOK

1. Near-Term (1976-1978): In the next 2-3 years, imports will increase unless rapid action is taken on some conservation measures, Naval Petroleum Reserve legislation, Clean Air Act amendments, and domestic production incentives allowed under current price controls. Without legislative and administrative action, imports would have been about 8 MMB/D in 1978; with action imports can be held to less than 6.5 MMB/D and vulnerability to an embargo can be reduced by an additional 1.3 MMB/D.
2. Mid-Term (1976-1985): There is considerable flexibility to improve our energy situation in the next ten years. Under assumptions of continued high imported oil prices, the Nation's vulnerability to an embargo could be reduced to zero if the President's programs are enacted. Imports would rise to about 10-15 MMB/D if none of his proposals were enacted. Under the program already enacted and administrative actions being taken, about two-thirds of our potential vulnerability reductions will be achieved. Further, the role of coal and nuclear power will be significantly expanded in the next ten years.
3. Long-Term (beyond 1985): The results of the U.S. energy research and development program will have an important effect on our long-term supply and demand situation. Advanced technology is being developed for energy conservation and for using solar, fossil, nuclear, and geothermal energy sources. The President is asking the Congress to increase funding substantially in these areas.

more

(OVER)

V. HEALTH

A. MEDICARE IMPROVEMENTS OF 1976

The President is proposing significant modifications in the Federal Medicare program to provide catastrophic health cost protection to Medicare beneficiaries, changes in cost sharing requirements, and limits on the annual cost increases which will be reimbursed by Medicare.

BACKGROUND

The Nation's health care system continues to be one of the most inflationary sectors of the economy. Hospital costs have risen by more than 200 percent since 1965 (from \$40/day to \$128/day), and physicians' fees have risen more than 85% in the same period. Both rates of increase are significantly higher than the corresponding increases in the consumer price index.

Medicare is a major component of Federal health spending. It provides protection to more than 24 million aged and disabled Americans, and is expected to pay out more than \$17 billion for health care in 1976. However, Medicare has several failings -- it does not provide protection against the catastrophic financial burden of extended illness; and it contributes to health cost inflation by its failure to discourage patients from seeking health care indiscriminately.

For hospital care, Medicare currently pays nothing for the first day, 100% of costs from the 2nd through the 60th day, a reduced percentage through the 150th day, and nothing at all after that. This pattern serves to lengthen short-term hospital stays, but can lead to financial ruin for persons suffering serious, extended illness. Medicare also requires a \$60 deductible and co-payments of 20% for physicians' services. Since there is no annual maximum, this provision contributes to the financial burden of catastrophic health costs.

An additional problem with Medicare is that it contains inadequate mechanisms to control health inflation. Like most health insurance plans, it reimburses largely on the basis of actual costs or customary charges giving providers insufficient cause to seek to limit cost increases.

DESCRIPTION OF PROGRAM

The proposed "Medicare Improvements of 1976" are the following:

1. Catastrophic Cost Protection for Health Care

For the first time, Medicare beneficiaries would be provided protection against catastrophic health costs by limiting the amounts an individual must pay annually to \$500 for covered hospital care and \$250 for covered physicians' services.

2. Cost Sharing Modifications

-- Hospital Costs. Under this proposal, beneficiaries would be required to pay a deductible for the first day of a hospital stay (as under current law), and 10% of additional charges up to an annual maximum of \$500.

more

- Physicians' Services. This proposal would increase the current annual deductible of \$60 to \$77 and maintain the existing co-payment of 20% for physicians' services. However, it would institute an annual maximum of \$250. The deductible would increase with Social Security benefit increases.

3. Reimbursement Limits

Annual Medicare reimbursement increases would be limited to 7% for hospital costs and 4% for physicians' service charges in 1977 and 1978.

B. FINANCIAL ASSISTANCE FOR HEALTH CARE

The President proposed to improve the efficiency and equity of health services to the poor by consolidating 16 Federal health programs, including Medicaid, into one \$10 billion block grant to States. No State will receive less in FY 1977 than its share of these program funds in FY 1976.

BACKGROUND

The existing array of Federal categorical health programs include varying eligibility requirements. This results in gaps in coverage for those who are needy but categorically ineligible, such as two-parent families, childless couples and single individuals. To receive Medicaid funds, States are currently required to provide matching funds. Under the existing structure of health programs, some of the States with the highest per capita income receive more than four times as much Federal money per low income recipient as do States with low per capita income. Also, the current system involves programs administered at the Federal level by six different HEW agencies. Under this proposal, one HEW health agency would be responsible.

DESCRIPTION OF PROGRAM

The "Financial Assistance for Health Care Act" is designed to improve access to quality health care at reasonable costs, to increase State and local control over health spending, to restrain the growth of Federal spending and the Federal bureaucracy, and to achieve a more equitable distribution of Federal health dollars among States. The President's proposal would consolidate 16 Federal health programs into one \$10 billion block grant to States. The programs include:

- Medicaid
- Community Mental Health Centers
- Alcohol Project and State Formula Grants
- Venereal Disease
- Immunization
- Rat Control
- Lead Paint Poisoning Prevention
- Developmental Disability
- Health Planning
- Medical Facilities Construction

more

(OVER)

- Community Health Centers
- State Health Grants
- Maternal and Child Health
- Family Planning
- Migrant Health
- Emergency Medical Services

Funds will be distributed according to a formula based on the size of the States' low income population, per capita income and fiscal effort. No State match is required for the block grant. A phase-in of the distribution formula will avoid any reduction in FY 1977 below the amounts States are estimated to receive in FY 1976.

A State health care plan must be developed annually as a condition of receiving Federal funds. An open and public planning process is required in which broad input from health planning organizations, providers and consumers is assured. The plan must be available for public review and comment.

The State Health Care Plan should be directed, at a minimum, toward achieving the following goals:

- Assuring all citizens of the State, and particularly populations covered under the Financial Assistance for Health Care Act, access to needed health services of acceptable quality.
- Development and utilization of preventive health services.
- Prevention or reduction of inappropriate institutional care.
- Encouraging the use of ambulatory care in lieu of in-patient services.
- Provision of primary care services especially for those located in rural or medically underserved areas.
- Assurance of the most appropriate, effective, and efficient utilization of existing health care facilities and services.
- Promotion of community health.

States will define the specific health services to be provided. At least 90 percent of the Federal funds must be used for personal health care, at least 5 percent must be used for community and environmental health activities, and a maximum of 5 percent may be used for other activities including planning, rate regulation, and resource development. Eligibility criteria, including income and other standards, will be determined by the States in accordance with the public planning process.

more

C. VETERANS ADMINISTRATION MEDICAL CARE

The President's State of the Union Message discussed the importance of assuring the quality of the medical care which our Nation's veterans receive.

BACKGROUND

In 1974, at the request of the Administration, the Veterans Administration conducted a thorough review of quality of care throughout its hospital system. The Quality of Care Survey resulted in the recommendation that employees should be added to the VA medical care staff and that funds were needed to correct fire and safety hazards and do other needed construction work.

The Administration has been implementing the Report's recommendations and is taking other steps to improve the quality of VA medical care.

DESCRIPTION OF PROGRAM

The VA medical care system includes:

- 172 hospitals
- 229 out-patient clinics
- 89 nursing homes
- 18 domiciliary facilities

The hospitals serve 1.3 million veterans. 82,500 veterans are served by the nursing homes and domiciliary facilities. The out-patient clinics provide for 15.7 million visits a year.

The 1977 budget provides funds for all of the Quality Care medical staff not already hired -- an increase of over 1,700 full-time staff.

The 1977 budget includes over \$200 million for high priority construction projects, some of which are Quality Care projects which were not started in 1975 or 1976 when money for most of the recommended Quality Care construction work was appropriated.

On a space available basis, VA facilities are used to treat veterans with non-service connected disabilities. Many of these non-service connected veterans have health insurance coverage. The Administration proposes to require health insurers to reimburse the VA for the care provided to non-service connected veterans. At present, these insurance companies benefit when a veteran decides to seek care at a VA facility and they do not have to reimburse for expenditures for which they would otherwise be legally obligated.

more

(OVER)

VI. INCOME SECURITY

A. SOCIAL SECURITY

To assist in protecting the financial integrity of the Social Security System, the President has proposed a slight increase in the payroll tax effective in January, 1977.

BACKGROUND

The Old Age, Survivors and Disability Insurance trust funds are paying out more in benefits than their current payroll tax receipts. This is largely due to increased benefits in the past few years and payroll tax receipts which have lagged because of unemployment and slowed wage growth. Unless action is taken to balance the income and outgo of Social Security, the trust funds will be exhausted in the early 1980's.

To prevent the rapid decline of the Social Security trust funds over the next few years, the choices are either to restrain increases in retirement and disability benefits or to increase revenues.

DESCRIPTION OF PROGRAM

The President has included a full cost of living increase in Social Security benefits in his FY 1977 budget. To assure the future financial stability of the Social Security system, the President proposed, effective January 1, 1977, a payroll tax increase of .3 percent each for employees and employers of covered wages.

The current Social Security tax rate is 5.85% for each employee and employer of covered wages. Under this proposal, in 1977 the tax rate would be 6.15% on a maximum wage base of \$16,500. This increase will cost workers with the maximum taxable income less than \$1 a week and will help stabilize the trust funds so that current and future recipients can be assured of the benefits that they have earned.

B. AID TO THE UNEMPLOYED

In the State of the Union Address the President spoke of the importance of efforts to aid the unemployed. He referred to two measures previously enacted by the Congress in response to his request and to the Administration's continued commitment to support programs which help the unemployed and which provide training and employment opportunities.

BACKGROUND

A temporary extension of unemployment insurance benefits from a maximum of 39 weeks to a maximum of 52 weeks was enacted in December, 1974. This measure also created a special unemployment assistance program for workers not covered under the regular program to provide them a total of up to 26 weeks of benefits.

more

The maximum for those in the regular program was subsequently extended to 65 weeks while benefits for those not covered by the regular program were extended to 39 weeks.

DESCRIPTION OF PROGRAM

The President has also proposed more permanent changes to the unemployment insurance system. In July, 1975, a bill was transmitted to the Congress which would:

- Expand coverage under the regular unemployment insurance (UI) program to include agricultural workers, domestic workers, State and local hospital employees and elementary and secondary school employees.
- Set a Federal minimum standard for benefit levels.
- Strengthen the financing of the UI system.
- Increase the responsiveness of the system to changes in the economy.
- Establish a National Commission on Unemployment Compensation to undertake a thorough examination of the unemployment compensation system.

In FY 1977, it is estimated that \$14.8 billion in unemployment insurance will be paid to approximately 8.9 million beneficiaries under the regular UI program, the temporary extension to 65 weeks and the proposed legislation.

The Federal Government also supports programs which provide employment and training opportunities for millions of Americans. These programs fall under the general headings of:

- On-the-job training.
- Institutional training.
- Public service employment.
- Work support/experience.
- Vocational rehabilitation.

more

(OVER)

VII. INCOME ASSISTANCE

A. Income Assistance Simplification Act

The President announced that he would submit later this year legislation granting him authority to adjust various income assistance programs to make these programs more consistent, equitable and efficient. All changes proposed under this authority would be subject to review and disapproval by the Congress.

BACKGROUND

The current collection of income assistance programs constitute a complex, disjointed "system" of Federal, State, and local responsibilities. The programs which comprise the "system" are inefficient and costly to administer and confusing to both recipients and taxpayers. Under the existing system, some needy persons receive insufficient help, while others receive more assistance than they should have. In some situations the programs can have the undesirable effect of discouraging work and promoting a breakdown of the family unit.

Federal expenditures for means-tested income support programs have grown to more than \$26 billion annually. There is widespread agreement that these programs require administrative simplification, consistency among program requirements, greater equity among recipients, preserved and strengthened work incentives, and targeting on those with greatest need.

The President's proposal would provide authority to modify existing laws to make needed program and procedural changes with the consent of the Congress.

DESCRIPTION OF PROGRAM

The proposed Income Assistance Simplification Act will include the following major provisions:

- Program Coverage. Authority will be sought only for modifications to Federal and Federally assisted means-tested programs which provide benefits to individuals in cash or "in kind", e.g. Food Stamps, AFDC, and SSI.
- Scope of Authority. The Act would give the President authority to modify administrative procedures, eligibility requirements, benefit levels, and program administration authority.
- Congressional Control. The Act would preserve Congressional authority over all proposed modifications since the Congress would have an opportunity for review and disapproval.
- Duration of Authority. Five years.

B. Food Stamp Reform

The President indicated his intention to renew the efforts he initiated last year to reform the Food Stamp Program.

more

BACKGROUND

The President submitted to Congress on October 20, 1975, the National Food Stamp Reform Act of 1975 to correct serious problems in the current Food Stamp program. The program had become overly complex, expensive to administer and had been marred by abuses. This proposal would reduce program costs by approximately \$1.2 billion.

From total Federal outlays of \$30 million in fiscal year 1964 and 360,000 participants the Food Stamp Program grew to currently estimated costs of nearly \$6 billion and 19 million participants. Through an array of deductions, some families with incomes in excess of \$12,000 are currently receiving benefits.

DESCRIPTION OF PROGRAM

The key elements of the President's National Food Stamp Reform Act are:

- Limit eligibility for food stamps to those whose net income is below the poverty level. The current poverty level is \$5050 for a family of four.
- All families would receive a \$100 monthly deduction from gross income when computing net income. This would simplify the current system of itemized deductions and give additional aid to many low income families.
- Families with one or more members over 60 would receive an additional \$25 monthly deduction, making their standard deduction \$125 a month.
- All households eligible for food stamps would pay the same proportion of their net monthly income -- 30% -- when purchasing their food stamps.
- College students who are considered dependents by their families will only be eligible for food stamps if their families are eligible for food stamps.
- Measure actual income over the preceding 90 days for purposes of eligibility.

more

(OVER)

VIII: CONTROLLING CRIME

The President reaffirmed his commitment to reducing crime, eliminating the traffic in hard drugs, and stopping criminals from selling and using handguns.

BACKGROUND

On June 19, 1975, in a special message to the Congress on crime, President Ford set forth his program for dealing with this issue at the Federal level. While acknowledging that the Federal role in the fight against crime is a limited one, the President identified three important responsibilities of the Federal Government in this critical area:

- Providing leadership to State and local governments by improving the quality of Federal laws and the criminal justice system.
- Enacting and vigorously enforcing laws covering criminal conduct that cannot be adequately regulated at the State or local level.
- Providing financial and technical assistance to State and local governments and law enforcement agencies, and thereby enhancing their ability to enforce the law.

DESCRIPTION OF PROGRAM

To enable the Federal Government to carry out these responsibilities more effectively the President has made, and submitted legislation to implement the following recommendations:

- A. Mandatory Minimum Sentences. The President has recommended that the Congress enact a comprehensive Federal criminal code and, more specifically, has recommended that the code provide for the imposition of mandatory minimum sentences of incarceration for:
 - Persons committing offenses under Federal jurisdiction involving the use of a dangerous weapon.
 - Persons committing such exceptionally serious crimes as trafficking in hard drugs, kidnapping and aircraft hijacking.
 - Repeat offenders committing Federal crimes -- with or without a weapon -- which cause or have a potential to cause personal injury.
- B. Increased Federal Criminal Justice Manpower and Resources. Mindful that his recommendations for mandatory incarceration will require an improved response by the Federal criminal justice establishment, the President has:
 - Provided in his FY 1977 budget recommendations for a 9% increase in the number of Federal prosecutors, to enable U.S. Attorneys' offices to keep up with expanding caseloads.
 - Called for the enactment of legislation creating 51 additional Federal District Court judgeships, as has been recommended by the Federal Judicial Conference.

more

- Provided in his FY 1977 budget recommendations \$46 million for the construction of four new Federal correctional institutions to relieve existing overcrowding and provide humane places of incarceration for Federal offenders.

C. Controlling Handgun Abuse. To help control criminal use of handguns, the President has recommended a four-part program consisting of:

- Legislation requiring the imposition of a mandatory minimum term of imprisonment for any person convicted of using or carrying a handgun in the commission of a Federal offense.
- Legislation banning the importation, domestic manufacture and sale of cheap, highly concealable handguns -- known as "Saturday Night Specials" --- which have no apparent use other than against human beings.
- Legislation strengthening current law to strike at the illegal commerce in handguns and to emphasize the responsibility of gun dealers to adhere to the law.
- Expansion, by the Bureau of Alcohol, Tobacco and Firearms, of its enforcement efforts in the Nation's eleven largest metropolitan areas (Boston, Chicago, Detroit, Dallas-Fort Worth, Los Angeles, New York, Philadelphia, Pittsburgh, St. Louis, San Francisco and Washington, D.C.) through the employment of an additional 500 firearms investigators.

D. Drug Abuse. Last spring the President directed the Domestic Council to review the entire Federal effort in drug law enforcement, treatment and prevention, and international control. The Domestic Council's Drug Abuse Task Force completed its review and reported to the President in October, 1975. That report, the White Paper on Drug Abuse, called for more selectivity and targeting of resources, better intra- and inter-agency management and coordination, recognition of the vital but limited role the Federal Government can play, and more visible Presidential leadership. President Ford has endorsed the White Paper and has provided funds in his FY 1977 budget recommendations to implement the recommendations. For example, the budget requests funds for:

- Additional intelligence analysis to help target law enforcement resources on high level drug traffickers.
- 7,000 new community treatment slots to ensure adequate treatment capacity for those in need.
- Strengthened regulatory and compliance activities to better control the diversion of dangerous drugs from legal production into the illicit market.
- A joint HEW/Labor program to increase employment opportunities for ex-addicts.

In addition to directing implementation of the recommendations contained in the White Paper, the President has spoken personally to Presidents Echeverria of Mexico

more

(OVER)

and Lopez of Colombia and to Prime Minister Demirel of Turkey in an effort to strengthen cooperation among all nations involved in the fight against illicit drug traffic. He recently directed Secretary of State Kissinger to express again to the Mexican Government his continuing personal concern about the amount of Mexican heroin entering the United States. Finally, he has directed the Domestic Council Drug Abuse Task Force to reconvene and make recommendations for improving our ability to control drug trafficking along the Southwest border.

- E. Assistance to State and Local Government. To enable the Federal Government to continue to help State and local governments carry out their law enforcement responsibilities, the President has submitted to the Congress a bill continuing the Law Enforcement Assistance Administration through 1981 and authorizing \$6.8 billion for LEAA to continue its work during this period. Under the provision of the President's bill, special emphasis is placed on programs aimed at reducing crime in heavily populated urban areas and on improving the operation of State and local court systems.

more

IX. GENERAL REVENUE SHARING

The President again called for the continuation of the program for sharing Federal revenues with State and local governments.

BACKGROUND

The General Revenue Sharing program has been a highly successful and effective means for providing Federal assistance to State and local governments. General Revenue Sharing which was enacted in October, 1972, has to date made over \$22 billion available to the 50 States and over 38,000 local communities throughout the Nation.

Revenue sharing funds have been used by State and local governments as they determined necessary for a wide range of essential public purposes. In view of the current fiscal squeeze that State and local governments are now experiencing, further delay or the reduction and possible termination of revenue sharing payments could have a severe impact on State and local governments.

DESCRIPTION OF PROGRAM

The President has proposed legislation to extend the General Revenue Sharing program until September, 1982, a period of 5-3/4 more years during which \$39.85 billion will be returned to State and local governments. The renewal legislation proposed by the President in a Special Message to Congress on April 25, 1975, would maintain the basic features of the existing revenue sharing program while proposing several improvements. The principal elements of the President's proposal are:

- The basic revenue sharing formula is retained, including the present 1/3 - 2/3 split of these funds between State and local governments.
- Funds will be authorized for five and three-quarters years. The effect of this provision is to conform the time period to the new Federal fiscal year.
- The current method of funding with annual increases of \$150 million will be retained to compensate, in part, for the impact of inflation.
- The proposal aids certain jurisdictions by increasing the amount of funds that may be received by local governments with unusually high tax effort or low per capita income or both. The original Act limits a local government to an amount which may not exceed on a per capita basis 145% of the average per capita amount for all local governments in a State. By gradually raising the 145% constraint to an upper limit of 175%, the bill will allow governments now constrained to receive all or a greater part of the shared revenues otherwise allocated to them by the formula.

more

(OVER)

- The civil rights provisions of the existing statute would be strengthened by authorizing the Secretary of the Treasury to invoke several remedies to enforce the nondiscrimination provisions of the Act. The Secretary will have authority to withhold all or a portion of entitlement funds due a State or unit of local government, to terminate one or more payments of entitlement funds, and to require repayment of entitlement funds previously expended in a program or activity found to have been discriminatory. This change will further enhance the Secretary's ability to ensure that none of our citizens is denied on grounds of race, color, sex or national origin the benefits of any program funded in whole or in part through revenue sharing.
- To strengthen public participation in determining the use of shared revenues, the proposed legislation requires that recipient governments must provide a procedure for citizen participation in the allocation of revenue sharing monies.
- The Administration proposal would also make reporting requirements more flexible to meet varying needs from community to community.

more

X. PROGRAM CONSOLIDATION

A. Financial Assistance for Elementary and Secondary Education

The President will propose the Financial Assistance for Elementary and Secondary Education Act to consolidate Federal programs and to minimize Federal regulation while continuing Federal support for education. Federal funds will continue to be targeted on populations having special needs.

BACKGROUND

By law and tradition, State and local governments have the responsibility for providing free and universal public education. Over time, the Federal Government has furnished increasing assistance to the State and local governments to support elementary and secondary education. The Federal effort helps assure that children are provided equal educational opportunity.

The increasing Federal effort, channeled into categorical programs, has been accompanied by a growing number of Federal rules and regulations. Although Federal, State and local efforts overlap, the rules often earmark Federal funds for specified purposes. As a result, the test becomes not whether children are helped but whether the State meets the rules.

DESCRIPTION OF PROGRAM

The Act will consolidate 27 distinct programs into one block grant to the States. These programs fall under four main headings:

- Elementary and Secondary Education
- Education for the Handicapped
- Occupational, Vocational and Adult Education
- Library Resources

The budget authority requested for the block grant will be \$3.3 billion. Funds will be allocated to States on a formula basis. Three-quarters of the Federal funds will have to be used to serve the disadvantaged and the handicapped. The remaining quarter may be spent on any program consistent with the purposes of the programs consolidated in the block grant.

Three-quarters of the Federal funds will pass through to Local Education Agencies (LEAs).

The Act will require State plans to be developed with full public participation. Each State will have to certify that funds have been used for purposes required by the law and consistent with the State plan. Actual use of funds will be verified by an independent audit to be conducted by the State.

The Act will also require that to receive funds the State may not discriminate against a participant on the basis of race, sex, national origin or handicapping conditions. In addition, non-public school children will continue to be served on an equitable basis as under the programs to be consolidated.

more

(OVER)

B. Child Nutrition Reform

The President announced that he will submit a Child Nutrition Reform Act to consolidate child nutrition programs into a single comprehensive grant to provide States with increased flexibility to feed needy children.

BACKGROUND

The Federal Government now supports 15 child nutrition programs and provides subsidies for nearly 40 different mechanisms for delivering meals. In 1975 Federal outlays for child nutrition programs were \$2.2 billion. 1976 outlays are estimated to be \$2.8 billion. Under the existing programs, outlays next year are projected to be \$3.3 billion, a reflection of the fact that the size and number of child nutrition and school lunch programs continue to grow.

Children from all families, regardless of income, are now eligible to receive Federal subsidies for school lunches. There are, however, an estimated 700,000 children from poor families receiving no benefits whatsoever.

Due to changes in the programs made by the Congress last fall, the Federal Government will shortly be spending more money on non-needy children than needy children unless these programs are reformed.

DESCRIPTION OF PROGRAM

The President proposed the Child Nutrition Reform Act to enable the States to feed needy children.

The main objectives of this program are:

- To consolidate the school lunch, school breakfast, special milk, and several other programs.
- To help feed more low-income children.
- To eliminate the existing Federal food subsidies to non-needy children.
- To eliminate the existing administratively complicated programs to give States more flexibility and responsibility in meeting the needs of its poor children.

By eliminating assistance to non-needy children, this proposal is expected to save almost \$900 million.

C. Financial Assistance for Community Services

The President announced that he will submit the Financial Assistance for Community Services Act which will replace Title XX of the Social Security Act and will provide States with greater flexibility in delivering social services to low income families and individuals.

more

BACKGROUND

The present social services program, Title XX of the Social Security Act, provides grants to the States on the basis of population for the delivery of a wide range of social services to individuals and families including day care, family planning, foster care and homemaker services. Funds are provided on a Federal/State matching basis (75% Federal/25% State). Since its passage and implementation, Title XX has begun to increase latitude to States to use this program to meet their greatest service needs. Yet Federal administrative and reporting requirements have continued to be extensive.

DESCRIPTION OF PROGRAM

The President is proposing new legislation for Financial Assistance for Community Services to enhance further the States' discretion in the provision of services, and eliminate undue Federal regulation and restrictions on providers. The main features of Financial Assistance for Community Services are:

- Elimination of the requirement of State matching funds.
- Distribution of \$2.5 billion as a block grant to the States based on population.
- Elimination of most Federal requirements and prohibitions on the use of Federal funds.
- Emphasis on providing services to low-income Americans; concentration of Federal funds on those whose incomes fall below the poverty income guidelines.
- Public review and comment on State planning, evaluation, and reporting processes.

The Federal Government would retain the role of evaluating the overall operation of this program and of providing a clearinghouse for the dissemination and exchange of information among the States on effective services.

#