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WHITE HOUSE
OFFICE OF RECORDS MANAGEMENT
WORKSHEET

- X - MEDIA
- H - INTERNAL

Name of Document: BRIEFING PAPERS FOR
PRESIDENT'S SCHEDULED
APPOINTMENTS FOR MAY 18 82

Subject Codes:
 PR 007.01

 FG 010.02
 H1
 F1 001.01
 TN 002.

1) Subject: Meeting with the Cabinet Council
on Economic Affairs to discuss
Department of Transportation
proposal to impose a highway
user fee.

2) Meeting with the Statue of Liberty -
Ellis Island Commission

PA 002
 FG 018
 FG 999
 PR 005.01

3) Meeting with Buck May, former
White House staff photographer

4) Meeting with Walter Alston and
Al Lopez, managers for the
old timer's baseball classic
between former players of
the National and American
Leagues.

RE 001

5) Meeting with Alex SPRINGER,
owner of several German
newspapers

CO 054.02
 PR 016
 BE 003.04

ROUTE TO:

ACTION

DISPOSITION

Office/Agency	(Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
RMMATT		RSZ	1 1			1 1

Referral Note:

THE WHITE HOUSE

WASHINGTON

THE PRESIDENT'S SCHEDULE
Tuesday, May 18, 1982

9:00 am (30 min)	<u>Staff Time</u> (Baker, Meese, Deaver)	Oval Office
9:30 am (30 min)	<u>Cabinet Council on Economic Affairs</u> (Fuller)	Cabinet Room (TAB A)
10:00 am (15 min)	<u>National Security Briefing</u> (Clark)	Oval Office
10:15 am (15 min)	<u>Senior Staff Time</u>	Oval Office
10:30 am (90 min)	<u>Personal Staff Time</u>	Oval Office
12:00 m (75 min)	<u>Lunch with the Joint Chiefs of Staff</u> (Clark)	Cabinet Room (distributed separately)
1:30 pm (15 min)	<u>Announcement of Statue of Liberty-Ellis Island Commission</u> (Fuller)	East Room (TAB B) (draft remarks attached)
1:45 pm (2 hrs)	<u>Personal Staff Time</u>	Oval Office
3:45 pm (60 min)	<u>Congressional Meeting</u> (Duberstein)	Cabinet Room (available in a.m.)
4:45 pm (15 min)	<u>Photo Opportunities:</u> (1) Buck May (Evans) (2) Axel Springer (Clark) (3) Walter Alston and Al Lopez (Mason)	Oval Office (TAB C) (draft remarks attached)
5:00 pm (30 min)	<u>Staff Time</u> (Baker, Meese, Deaver)	Oval Office

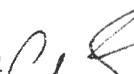
THE WHITE HOUSE

WASHINGTON

May 17, 1982

BRIEFING PAPER FOR THE PRESIDENT

MEETING WITH THE CABINET COUNCIL
ON ECONOMIC AFFAIRS

DATE: MAY 18, 1982
TIME: 9:30 A.M. (30 MINUTES)
LOCATION: CABINET ROOM
FROM: CRAIG L. FULLER 

I. PURPOSE

This meeting has been scheduled to discuss the proposal from the Department of Transportation to impose a highway user fee.

II. BACKGROUND

The details of the plan are outlined in the attached materials. Action is needed now since the Congress is reviewing legislation that would, if passed and signed, commit us to a transportation program that could not be financed without additional revenues. Secretary Lewis will testify this week with regard to the transportation program and he needs to have a decision with regard to the Highway User Fee concept.

III. PARTICIPANTS

A final list will be attached to the agenda.

IV. PRESS PLAN (White House photographer only)

V. SEQUENCE

Drew Lewis will present the proposal.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

MEMORANDUM FOR: The President

SUBJECT : User Fees to Protect the
Nation's Highway and Transit Investments

Twenty-six years ago President Eisenhower launched the Interstate system of highly-efficient, limited-access highways. Today portions of that system are wearing out and need immediate resurfacing. Sixty-five percent of the system -- more than 26,000 miles -- will need extensive work before 1995. At the same time, we must be concerned by the substantial segments of our nation's Primary highway, bridge and public transit systems that will need extensive refurbishing or replacement in the remaining years of this decade and in the 90's.

Unless the work is done as needed, we will be faced not with the modest costs of resurfacing or rehabilitation, but with the much higher costs of replacement and reconstruction.

The Problem

Ten percent of the Interstate system -- some 4,000 miles -- needs resurfacing now. Fifty percent of the Primary system will reach the end of its design life during the 80's. Forty percent of our bridges are more than 40 years old, and the design life of most bridges is 50 years. A number of the largest metropolitan transit systems are old and decaying. The first section of the New York City subway system, for example, opened in 1904, and many of the subway cars in use there and in other cities belong in museums rather than in public service.

The problem is serious but not insoluble. We have, in place, a series of user fees first established in 1956 which have provided the revenues for the Highway Trust Fund. The primary highway user fee, however -- the four cents per gallon fee on motor fuel -- has not been raised since 1959. Over that 23 year period inflation has reduced the purchasing power of that fee to less than a penny, while construction costs have increased by more than 300 percent. In short, we face a period of growing highway needs at a time of diminishing highway revenues.

I respectfully recommend, therefore, that you approve a legislative proposal to increase highway user fees by the equivalent of five cents per gallon.

My recommendation is the result of months of analysis of conditions on the nation's highways and in our major transit systems. It is responsive to the Federal government's responsibility to protect the public investment in transportation facilities. It is also consistent with your statement of September 23, 1981, during your address to the nation on economic recovery: "When the Federal government provides a service directly to a particular industry or to a group of citizens, I believe that those who receive the benefits should bear the costs."

Our Proposal

The increase in highway user fees we are proposing is also consistent with other user fee proposals by the Administration, including those for aviation, inland waterways and certain Coast Guard services.

A four-cent increase in the motor fuel user fee would generate \$4 billion in new revenues. Another \$1 billion would come from the equivalent of a penny a gallon increase in other highway user fees, primarily those paid by heavy trucks. We propose to use about \$4 billion to keep our highways in good condition and invest \$1 billion in capital improvements to public transit. We believe an allocation for public transit is valid because in many cities an effective system of public transportation serves as an alternative to more costly and land-consuming urban expressways. Those states not having transit needs can elect to apply the funds to highway programs. We find the transit provision important for Congressional support, especially from the House side.

Advantages

Our proposal offers a number of advantages to the nation, to the preservation of our transportation system, and to the improvement of the economy. The increased funding recommended will:

- * Support our economic recovery program by providing an effective transportation network that is crucial to commerce (75 percent of the value of all freight moves by highway; 65 percent of all military shipments; 93 percent of all trips.)
- * Be consistent with and, in fact, support New Federalism in that funds will be available to be returned to the states together with the local programs. Without additional funding for highways, the states are unlikely to accept this responsibility.
- * Enjoy bi-partisan support from key Congressional leadership and committees as well as a broad coalition of user and interest groups. (Unlike other excise tax or oil import fee proposals.)
- * Have a positive impact on the Federal budget, resulting in a total net deficit reduction of about \$6 billion over the next two years.
- * Be seen as an affirmative step by the Administration, affecting every city and Congressional district and providing 160,000 jobs.

Negative Reactions

- * Increased highway user charges may be viewed by some percentage of the general public purely as a tax increase and not as a user fee necessary to maintain our transportation infrastructure.
- * An increase may be opposed by certain highway and trucking interests as violating the intent of the Highway Trust Fund by allowing a portion of the receipts to be used for mass transit capital projects.

- * Because of the higher funding levels, this proposal will result in an expansion of Federal spending.

Recommendation

We have the opportunity today to protect our highway and transit systems from the deterioration that impairs efficiency, reduces ridership and may endanger safety, and at the same time avoid the much higher costs that will occur if needed work is repeatedly deferred.

I recommend your approval of our legislative proposal to increase the highway user charges by the equivalent of five cents per gallon. I consider this to be essential if we are to safeguard our nation's highways and transit systems, enhance the economy and meet the basic needs of the traveling public.

This proposal will reaffirm our commitment to the nation's transportation infrastructure, without compromising your budget goals or sacrificing our fiscal objectives. As George Will noted in his recent editorial: "There is not yet an ideological difference between conservatives and liberals regarding potholes. . . . We are all against bridges falling down. . . . a publicly-provided physical infrastructure is not optional; neither is it inexpensive."

A handwritten signature in cursive script, appearing to read "Drew".

APPROVE _____

DISAPPROVE _____

B

THE WHITE HOUSE

WASHINGTON

May 17, 1982

ANNOUNCEMENT OF STATUE OF LIBERTY-ELLIS ISLAND COMMISSION

DATE: May 18, 1982
TIME: 1:30 PM (15 minutes)
LOCATION: East Room

FROM: CRAIG L. FULLER



I. PURPOSE

To recognize the Statue of Liberty-Ellis Island Commission, which was created by the Department of Interior to assist in raising funds needed for rehabilitation of the Statue of Liberty and Ellis Island.

II. BACKGROUND

In order to carry out rehabilitation efforts, the Department of Interior has created the Statue of Liberty-Ellis Island Centennial Commission. The Commission's primary function will be to assist in raising the 100 million dollars needed for rehabilitation, and to plan for the celebration of the centennial of the Statue of Liberty which will begin on July 4, 1984. The Commission is to be chaired by Mr. Lee Iacocca, whose parents immigrated through Ellis Island.

It is the goal of the Park Service to develop Ellis Island, which was the clearinghouse for over 12 million immigrants between 1892 and 1954, into a major visitor attraction. This project will be the initial prototype for the leasing of historic structures under the new amendments to the Historic Preservation Act, providing a vivid example of private sector involvement for other federal agencies to follow.

A list of the public members of the Commission is attached.

III. PARTICIPANTS

List attached.

IV. PRESS PLAN

White House Press

V. SEQUENCE OF EVENTS

Previous to your arrival:

Secretary Watt will make remarks and introduce the Chairman, Mr. Lee Iacocca.

Mr. Iacocca will make brief remarks.

Secretary Watt will announce the public members of the Commission.

Upon your arrival:

You will greet Secretary Watt and Chairman Iacocca. Mr. Iacocca will present you with a leatherbound book containing a history of Ellis Island and the Statue of Liberty. He will also present you with a painting of the Statue of Liberty. After expressing appreciation you will make brief remarks and shake hands as time permits.

Secretary Watt
Mr. Lee Iacocca, Chairman
Mr. Armen G. Avedisian
Mr. T. Robert Zochowski
Mr. Morris Pesin
Mr. Phillip Lax
Mr. Philippe Vallery-Radot
Congressman Peter Rodino
Congressman Guy Molinari
Congressman Guy Vander Jagt
Senator Paul Laxalt
Senator Strom Thurmond
Senator Patrick Moynihan

C

THE WHITE HOUSE

WASHINGTON

May 17, 1982

MEETING WITH BUCK MAY

DATE: May 18, 1982

LOCATION: Oval Office

TIME: 4:45pm

FROM: Michael Evans

Handwritten initials "M.E." inside a circle, likely a signature or mark.

I. PURPOSE

To allow Mr. May to photograph the President and to also have a photograph taken of Mr. May with the President.

II. BACKGROUND

Buck May has covered the White House for 50 years (1918-1968), was a member of the White House staff for eight and has photographed every President from Warren Harding to Jimmy Carter.

III. PARTICIPANTS

Buck May
Michael Evans

IV. PRESS PLAN

Official Photographer Only

V. SEQUENCE OF EVENTS

Five minutes in Oval Office

THE WHITE HOUSE

WASHINGTON

May 17, 1982

MEMORANDUM FOR THE PRESIDENT

FROM: ED ROLLINS *P.R. for E.R.*

SUBJECT: PHOTO OPPORTUNITY WITH WALTER ALSTON AND AL LOPEZ,
MANAGERS FOR THE OLD TIMERS BASEBALL CLASSIC
MAY 18, 1982
THE OVAL OFFICE

I. PURPOSE

To serve as the official announcement of the two managers for the Old Timers Baseball Classic: Walter Alston for the National League and Al Lopez for the American League.

II. BACKGROUND

The Cracker Jack Company is sponsoring the First Annual Cracker Jack Old Timers Baseball Classic at R.F.K. Stadium in Washington on July 19, 1982. The event will feature a five inning baseball game between 25 of the National League's former all-time greats, and an equal number of their American League counterparts. Baseball legends such as Hank Aaron, Ernie Banks, Stan Musial, Brooks Robinson, and Warren Spahn are expected to participate in the game. Proceeds from the game will go to the Association of Professional Baseball Players of America, an organization dedicated to caring for ill or indigent ball players.

III. PARTICIPANTS

Walter Alston - (who will manage the National League Team. He formerly managed the Los Angeles Dodgers.)

PARTICIPANTS CONTINUED

Al Lopez - (who will manage the American League Team. He formerly managed the Chicago White Sox and the Cleveland Indians.)

IV. STAFF CONTACT

Morgan Mason

V. PRESS

White House Photographer Only

VI. SEQUENCE OF EVENTS

4:55p.m. Alston and Lopez enter the Oval Office and are greeted by the President

The President, Alston, and Lopez exchange remarks

Photos are taken

5:00p.m. Alston and Lopez depart

TALKING POINTS

- Let them know how much baseball "America's Pastime" has contributed to our Nation's culture.
- Express enthusiasm at the prospect of so many baseball legends being in Washington this summer to play in a truly spectacular game at R.F.K. Stadium.
- Express support for the organization which will benefit from the game's proceeds, the Association of Professional Ball Players of America, which is dedicated to caring for ill or indigent ball players.
- Wish them the best of success in the Old Timers Baseball Classic on July 19, 1982.

INFORMATION

May 17, 1982

MEMORANDUM FOR THE PRESIDENT

FROM: WILLIAM P. CLARK *wpc*

SUBJECT: Photo Opportunity with Axel Springer,
Tuesday, May 18, 4:50 p.m.

Background

Axel Springer is the owner of newspapers in Germany read by a daily audience of about 18 million. His newspapers have been consistent supporters of you and your policies. Taking the time to shake hands with him is a gracious gesture to a strong friend in Europe. You sent him a letter of congratulations earlier this month on his seventieth birthday. One of his publications, die Welt, may publish an interview with you, based on written Questions and Answers. We have not reached a final decision.

Mr. Springer will be accompanied by Mrs. Springer, and by two of his chief officials: Ernst Cramer, Chief Executive of the Springer Corporation and Dr. Joachim Maitre, Senior Foreign Affairs editor of the Springer Corporation.

Talking Points

- I appreciate the support you have been giving to my Administration's policies as we try to put the Western Alliance back on a strong footing;
- I am looking forward to visiting Germany next month;
- What will be the mood of Europe next month when I am visiting?

cc Vice President
Ed Meese
Jim Baker
Mike Deaver

THE WHITE HOUSE
WASHINGTON
THE PRESIDENT'S SCHEDULE
Tuesday, May 18, 1982

9:00 am (30 min)	<u>Staff Time</u> (Baker, Meese, Deaver)	Oval Office
9:30 am (30 min)	<u>Cabinet Council on Economic Affairs</u> (WH PHOTO) (Fuller) (TAB A)	Cabinet Room
10:00 am (15 min)	<u>National Security Briefing</u> (Clark)	Oval Office
10:15 am (15 min)	<u>Senior Staff Time</u>	Oval Office
10:30 am (90 min)	<u>Personal Staff Time</u>	Oval Office
11:15	→ (10 MINUTES) WITH MR. TERRY CARROLL	
12:00 m (75 min)	<u>Lunch with the Joint Chiefs of Staff</u> 2 groups (Clark) (distributed separately)	Cabinet Room
1:15		
1:30 pm (15 min)	<u>Announcement of Statue of Liberty-Ellis Island Commission</u> 1.30-1.44 (Fuller) (TAB B) (draft remarks attached)	East Room
1:45 pm (2 hrs)	<u>Personal Staff Time</u>	Oval Office
3:45 pm (60 min)	<u>Congressional Meeting</u> (Duberstein)	Cabinet Room (available in a.m.)
4:45 pm (15 min)	<u>Photo Opportunities:</u> (1) Buck May (Evans) 2 wire stills (2) Axel Springer (Clark) (3) Walter Alston and Al Lopez (Mason) (STILLS)	Oval Office (TAB C) (draft remarks attached)
5:00 pm (30 min)	<u>Staff Time</u> (Baker, Meese, Deaver)	Oval Office

Amb. MAT (CLARK)
DES. - ASTRICA -

INFORMATION

May 17, 1982

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MEETING WITH AXEL SPRINGER

cc Vice President
Ed Meese
Jim Baker
Mike Deaver

- APPRECIATE SUPPORT;
- LOOKING FORWARD TO VISIT;
- WHAT WILL BE MOOD OF EUROPE?
- AGAIN, CONGRATULATIONS ON YOUR 70th BIRTHDAY.

THE WHITE HOUSE

WASHINGTON

May 17, 1982

BRIEFING PAPER FOR THE PRESIDENT

MEETING WITH THE CABINET COUNCIL
ON ECONOMIC AFFAIRS

DATE: MAY 18, 1982
TIME: 9:30 A.M. (30 MINUTES)
LOCATION: CABINET ROOM

FROM: CRAIG L. FULLER 

I. PURPOSE

This meeting has been scheduled to discuss the proposal from the Department of Transportation to impose a highway user fee.

II. BACKGROUND

The details of the plan are outlined in the attached materials. Action is needed now since the Congress is reviewing legislation that would, if passed and signed, commit us to a transportation program that could not be financed without additional revenues. Secretary Lewis will testify this week with regard to the transportation program and he needs to have a decision with regard to the Highway User Fee concept.

III. PARTICIPANTS

A final list will be attached to the agenda.

IV. PRESS PLAN (White House photographer only)

V. SEQUENCE

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THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

MEMORANDUM FOR: The President

SUBJECT : User Fees to Protect the
Nation's Highway and Transit Investments

Twenty-six years ago President Eisenhower launched the Interstate system of highly-efficient, limited-access highways. Today portions of that system are wearing out and need immediate resurfacing. Sixty-five percent of the system -- more than 26,000 miles -- will need extensive work before 1995. At the same time, we must be concerned by the substantial segments of our nation's Primary highway, bridge and public transit systems that will need extensive refurbishing or replacement in the remaining years of this decade and in the 90's.

Unless the work is done as needed, we will be faced not with the modest costs of resurfacing or rehabilitation, but with the much higher costs of replacement and reconstruction.

The Problem

Ten percent of the Interstate system -- some 4,000 miles -- needs resurfacing now. Fifty percent of the Primary system will reach the end of its design life during the 80's. Forty percent of our bridges are more than 40 years old, and the design life of most bridges is 50 years. A number of the largest metropolitan transit systems are old and decaying. The first section of the New York City subway system, for example, opened in 1904, and many of the subway cars in use there and in other cities belong in museums rather than in public service.

The problem is serious but not insoluble. We have, in place, a series of user fees first established in 1956 which have provided the revenues for the Highway Trust Fund. The primary highway user fee, however -- the four cents per gallon fee on motor fuel -- has not been raised since 1959. Over that 23 year period inflation has reduced the purchasing power of that fee to less than a penny, while construction costs have increased by more than 300 percent. In short, we face a period of growing highway needs at a time of diminishing highway revenues.

I respectfully recommend, therefore, that you approve a legislative proposal to increase highway user fees by the equivalent of five cents per gallon.

My recommendation is the result of months of analysis of conditions on the nation's highways and in our major transit systems. It is responsive to the Federal government's responsibility to protect the public investment in transportation facilities. It is also consistent with your statement of September 23, 1981, during your address to the nation on economic recovery: "When the Federal government provides a service directly to a particular industry or to a group of citizens, I believe that those who receive the benefits should bear the costs."

Our Proposal

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A four-cent increase in the motor fuel user fee would generate \$4 billion in new revenues. Another \$1 billion would come from the equivalent of a penny a gallon increase in other highway user fees, primarily those paid by heavy trucks. We propose to use about \$4 billion to keep our highways in good condition and invest \$1 billion in capital improvements to public transit. We believe an allocation for public transit is valid because in many cities an effective system of public transportation serves as an alternative to more costly and land-consuming urban expressways. Those states not having transit needs can elect to apply the funds to highway programs. We find the transit provision important for Congressional support, especially from the House side.

Advantages

Our proposal offers a number of advantages to the nation, to the preservation of our transportation system, and to the improvement of the economy. The increased funding recommended will:

- * Support our economic recovery program by providing an effective transportation network that is crucial to commerce (75 percent of the value of all freight moves by highway; 65 percent of all military shipments; 93 percent of all trips.)
- * Be consistent with and, in fact, support New Federalism in that funds will be available to be returned to the states together with the local programs. Without additional funding for highways, the states are unlikely to accept this responsibility.
- * Enjoy bi-partisan support from key Congressional leadership and committees as well as a broad coalition of user and interest groups. (Unlike other excise tax or oil import fee proposals.)
- * Have a positive impact on the Federal budget, resulting in a total net deficit reduction of about \$6 billion over the next two years.
- * Be seen as an affirmative step by the Administration, affecting every city and Congressional district and providing 160,000 jobs.

Negative Reactions

- * Increased highway user charges may be viewed by some percentage of the general public purely as a tax increase and not as a user fee necessary to maintain our transportation infrastructure.
- * An increase may be opposed by certain highway and trucking interests as violating the intent of the Highway Trust Fund by allowing a portion of the receipts to be used for mass transit capital projects.

- * Because of the higher funding levels, this proposal will result in an expansion of Federal spending.

Recommendation

We have the opportunity today to protect our highway and transit systems from the deterioration that impairs efficiency, reduces ridership and may endanger safety, and at the same time avoid the much higher costs that will occur if needed work is repeatedly deferred.

I recommend your approval of our legislative proposal to increase the highway user charges by the equivalent of five cents per gallon. I consider this to be essential if we are to safeguard our nation's highways and transit systems, enhance the economy and meet the basic needs of the traveling public.

This proposal will reaffirm our commitment to the nation's transportation infrastructure, without compromising your budget goals or sacrificing our fiscal objectives. As George Will noted in his recent editorial: "There is not yet an ideological difference between conservatives and liberals regarding potholes. . . . We are all against bridges falling down. . . . a publicly-provided physical infrastructure is not optional; neither is it inexpensive."

A handwritten signature in cursive script, appearing to read "Drew".

APPROVE _____

DISAPPROVE _____

(Elliott/AB)
May 17, 1982
5:30 p.m.

REMARKS FOR PHOTO OPPORTUNITY WITH WALTER ALSTON AND AL LOPEZ
MAY 18, 1982

Well, this is a great honor for me to welcome you both to the White House. Seeing you walk in here is a little like seeing a vision of sports immortality.

Talk about the great baseball managers and Al Lopez and Walter Alston have to be at the top of your list. In 1959, Al took the Chicago White Sox to their first pennant in 40 years, defeating the mighty New York Yankees along the way.

That was only the second time since 1949 that the Yankees had failed to win the American League pennant. The other time was in 1954 when the Cleveland Indians won 111 games to set a league record for most wins in a single season. And guess who was managing them -- Al Lopez, the "matchless handler of men."

Walter Alston said: "Baseball's my business and I love it." We can understand why. Only three other people in history -- Mack McGraw, Casey Stengel and Joe McCarthy managed more pennant winners than Walt did.

Walter came from a family of real baseball fanatics. At the age of 5, he was already shagging fungoes batted by his father, with his mother taking the relay because Walter could not throw the ball all the way in.

Al and Walter will be managing in the upcoming Old-Timers Baseball Classic in Washington, on July 19, 1982.

The game will feature 25 former major league stars each on the American and National League teams, with proceeds going to

the Association of Professional Ball Players of America -- a group that helps umpires, coaches, trainers, scouts, managers and players who need special help.

This is a very worthwhile cause, and I know there's never been an old-timers game like this one will be, with so many Hall of Famers planning to attend and play -- Hank Aaron, Ernie Banks, Whitey Ford, all the way back to Bob Feller.

I was even wondering if you fellows would let me go out and throw a few balls -- after all, for one brief moment in my life, I wasn't Ronald Reagan, I was Grover Cleveland Alexander.


Believe me, we're delighted to have you here and I know that game on July 19th will be a night to remember.

THE WHITE HOUSE

WASHINGTON

May 17, 1982

ANNOUNCEMENT OF STATUE OF LIBERTY-ELLIS ISLAND COMMISSION

DATE: May 18, 1982
TIME: 1:30 PM (15 minutes)
LOCATION: East Room
FROM: CRAIG L. FULLER 

I. PURPOSE

To recognize the Statue of Liberty-Ellis Island Commission, which was created by the Department of Interior to assist in raising funds needed for rehabilitation of the Statue of Liberty and Ellis Island.

II. BACKGROUND

In order to carry out rehabilitation efforts, the Department of Interior has created the Statue of Liberty-Ellis Island Centennial Commission. The Commission's primary function will be to assist in raising the 100 million dollars needed for rehabilitation, and to plan for the celebration of the centennial of the Statue of Liberty which will begin on July 4, 1984. The Commission is to be chaired by Mr. Lee Iacocca, whose parents immigrated through Ellis Island.

It is the goal of the Park Service to develop Ellis Island, which was the clearinghouse for over 12 million immigrants between 1892 and 1954, into a major visitor attraction. This project will be the initial prototype for the leasing of historic structures under the new amendments to the Historic Preservation Act, providing a vivid example of private sector involvement for other federal agencies to follow.

A list of the public members of the Commission is attached.

III. PARTICIPANTS

List attached.

IV. PRESS PLAN

White House Press

V. SEQUENCE OF EVENTS

Previous to your arrival:

Secretary Watt will make remarks and introduce the Chairman, Mr. Lee Iacocca.

Mr. Iacocca will make brief remarks.

Secretary Watt will announce the public members of the Commission.

Upon your arrival:

You will greet Secretary Watt and Chairman Iacocca. Mr. Iacocca will present you with a leatherbound book containing a history of Ellis Island and the Statue of Liberty. He will also present you with a painting of the Statue of Liberty. After expressing appreciation you will make brief remarks and shake hands as time permits.

THE WHITE HOUSE

WASHINGTON

May 17, 1982

MEMORANDUM FOR THE PRESIDENT

FROM:

ED ROLLINS *P.R. & E.R.*

SUBJECT:

PHOTO OPPORTUNITY WITH WALTER ALSTON AND AL LOPEZ,
MANAGERS FOR THE OLD TIMERS BASEBALL CLASSIC
MAY 18, 1982
THE OVAL OFFICE

I. PURPOSE

To serve as the official announcement of the two managers for the Old Timers Baseball Classic: Walter Alston for the National League and Al Lopez for the American League.

II. BACKGROUND

The Cracker Jack Company is sponsoring the First Annual Cracker Jack Old Timers Baseball Classic at R.F.K. Stadium in Washington on July 19, 1982. The event will feature a five inning baseball game between 25 of the National League's former all-time greats, and an equal number of their American League counterparts. Baseball legends such as Hank Aaron, Ernie Banks, Stan Musial, Brooks Robinson, and Warren Spahn are expected to participate in the game. Proceeds from the game will go to the Association of Professional Baseball Players of America, an organization dedicated to caring for ill or indigent ball players.

III. PARTICIPANTS

Walter Alston - (who will manage the National League Team. He formerly managed the Los Angeles Dodgers.)

PARTICIPANTS CONTINUED

Al Lopez - (who will manage the American League Team. He formerly managed the Chicago White Sox and the Cleveland Indians.)

IV. STAFF CONTACT

Morgan Mason

V. PRESS

White House Photographer Only

VI. SEQUENCE OF EVENTS

4:55p.m. Alston and Lopez enter the Oval Office and are greeted by the President

The President, Alston, and Lopez exchange remarks

Photos are taken

5:00p.m. Alston and Lopez depart

TALKING POINTS

- Let them know how much baseball "America's Pastime" has contributed to our Nation's culture.
- Express enthusiasm at the prospect of so many baseball legends being in Washington this summer to play in a truly spectacular game at R.F.K. Stadium.
- Express support for the organization which will benefit from the game's proceeds, the Association of Professional Ball Players of America, which is dedicated to caring for ill or indigent ball players.
- Wish them the best of success in the Old Timers Baseball Classic on July 19, 1982.