

APRIL 24, 1989

TO: SENATOR DOLE

FROM: CAROLYN SEELY  
JIM WHITTINGHILL

SUBJECT: SPEECH TO NATIONAL MARINE MANUFACTURERS ASSOCIATION

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You are scheduled to address the legislative seminar of the National Marine Manufacturers Association at 10:30 a.m. on Tuesday, April 25, 1989. You last appeared before this group 2-3 years ago. Approximately 100 boat and equipment manufacturers and spouses are expected to attend. The speech should last 20 minutes with 10 minutes Q & A. Ron Stone, Director of Government Relations will greet you; Tom Boggs is NMMA's counsel.

Preceding you, the group will hear from Congressmen Oberstar, Matsui, Davis, Tauzin and VanderJagt. On Wednesday, the speakers will be Congressmen Chandler and Archer, followed by Richard Rahn and other business experts.

NMMA is interested specifically in the proposed increase in Coast Guard user fees and withholding of amounts designated for sport fishing under the Wallop/Breaux trust fund. In addition, they are concerned about the possibility of an excise tax on boats costing more than \$15,000 (comparable to the depreciation limit for luxury cars) and of a disallowance of mortgage interest on boats used as a second residence. More generally, the group is interested in the legislative agenda of the Finance Committee and in your own legislative initiatives.

M E M O R A N D U M

April 24, 1989

TO: SENATOR DOLE  
FROM: JIM WHITTINGHILL  
SUBJECT: NATIONAL MARINE MANUFACTURERS ASSOC.

There are two "budget" type issues of concern to the Association: 1) proposal for an annual user fee on both recreational and commercial vessels, and 2) the Wallop/Breaux Trust Fund expenditures. Both issues have been around awhile.

USER FEE

The Coast Guard provides, free of charge, many services to both recreational and commercial vessels. Included are navigational and communication services as well as search and rescue and inspections.

The concept has been included in Administration budget requests for years. In the past, some would have imposed a sliding scale according to the size of the boat, while others would have imposed a greater fee on commercial vessels. The budget agreement assumes an across-the-board \$25 annual fee for all vessels using navigational waters patrolled by the Coast Guard. (e.g. Fishing boats using lakes or reservoirs in Kansas would be exempt, i.e. only 6 million of 16 million total recreational vessels would be taxed). It would raise \$153 million per year (another \$27 million would come from imposing small fees on other, direct services, for a total of \$180 million).

Needless to say, the boat manufacturers are not pleased with the proposal, and have successfully fought it for years. Coast Guard estimates it spends \$240 million on recreational boat services each year. And, while the vast majority of the \$153 would come from recreational vessels, they require more services than larger, ocean-going vessels. (The real answer is probably that commercial fishermen use the most services, BUT I WOULD NOT RAISE THIS POINT AND GET THE FISHERMEN ALL STIRRED UP).

Imposition of the fee is assumed in the budget agreement.



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#### WALLOP/BREAUX

This is a 1984 rewrite of the old Dingell/Johnson Act which is technically called the Aquatic Resources Trust Fund. In effect, it gets money from two sources and spends them on three programs.

Treasury estimates the amount of gasoline and diesel fuel sold to marine vessels and transfers that portion of the federal gas tax to the Trust Fund. The second source of revenue is an excise tax imposed on fish sporting gear (poles, hooks, etc.).

The three programs receiving the money are Land and Water Conservation Program (land purchases), Sport Fishing Program (100% transferred to states with a 10% state match required), and the Boat Safety Program (split 50/50 between the Coast Guard and the states).

There are two controversies:

- 1) \$100 million cap on Sport Fishing Program. The Bush Administration argued that states could not spend all of the \$190 appropriated into the account this year and proposed placing a cap on Sport Fishing Program of \$100 million. The Administration has now dropped the proposal for FY '90.
- 2) Reduce the Boat Safety Program from \$60 million split 50/50 to \$45 million split 66/33, or \$30 million to the Coast Guard and \$15 million to the states. The proposal would require amending the Coast Guard Authorization Act (unless the Appropriations Committees simply ignored it -- unlikely). This issue is still unresolved.

Basically, both are a replay of the old game of not spending all the funds in a trust fund, and letting the unspent balance count against the budget deficit.

Rod DeArment argues that, since the industry first proposed taxing fishing gear to help promote the industry, this should not be treated like other trust funds such as the Highway Trust Fund. This sounds a lot like an agricultural promotion program where farmers are charged a fee which is spent to promote the product. Maybe this industry should have formed a private National Fishing Board or something at the outset and not have to deal with the trust fund headaches.



Monday  
→

Speak

April 25  
Thurs, ~~Wed~~

NATIONAL  
MARINE

MANUFACTURERS  
ASSOCIATION *(during recess)*

4/5 - Mr. Stone being to see if it could be changed to Monday

*Jayce*

*Dear Ron*

~~10:30 am~~

*at Hyatt - Thunder*

December 30, 1988

*10:30 speak*

*\$2,000*

The Honorable Bob Dole  
U.S. Senate  
141 Hart Building  
Washington, D.C. 20510-1601

Dear Senator Dole:

The National Marine Manufacturers Association, a trade association well known to you as representing 1,500 recreational boat and associated equipment manufacturers, is making plans for its Ninth Annual Legislative Seminar to be held at the Hyatt Regency Hotel - Capitol Hill, April 24-26, 1989.

It has been at least three years since your last appearance at one of our seminars. You have been missed. I am therefore extending an invitation for you to speak to our group on the morning of either Tuesday, April 25th or Wednesday, April 26. Speakers are scheduled on the half hour from 8:30 am to 11:30 am. Of course an honorarium will be provided for this event.

Our members would be very interested in hearing about the agendas of the Senate Finance Committee as well as any of your own personal legislative initiatives.

I will follow up this letter in a few weeks with a phone call to your appointments secretary to confirm a day and time.

4/6 Ron ~~at 8:00 am~~  
8:00 am Monday 1/2 hr.  
1:30 Monday afternoon

Sincerely,  
*Ron Stone*  
Ron Stone, Director  
Government Relations Dept.

1-9-89 Anterior letter

FAX 337-4672

628-9100  
Rm. 420

~~\$2,000~~ O.K.

 1000 Thomas Jefferson St., N.W. · Suite #525  
Washington, DC 20007 · 202/338-6662



**National Marine  
Manufacturers  
Association**

**LEGISLATIVE SEMINAR  
WASHINGTON, DC**

**APRIL 23-26, 1989**



PROGRAM

Sunday, April 23

5:00 PM Registration . . . . . Columbia C

Monday, April 24

8:00 AM Registration . . . . . Escalator Lobby (lower level)  
 8:00 AM NMMA Conference Committee Mtg.\*\* . . . . . Glacier Room  
 8:00 AM NMMA Strategic Plan Committee\*\* . . . . . Redwood Room  
 9:00 AM NMMA Govt. Relations Network Kickoff Mtg.\*\* . . . . . Yellowstone/Everglades  
 11:00 AM NAMPS Board of Directors Mtg.\*\* . . . . . Bryce Room  
 11:00 AM NABM Board of Directors Mtg.\*\* . . . . . Yosemite Room  
 7:00 PM Reception . . . . . Ticonderoga  
 8:00 PM Dinner . . . . . Yorktown/Valley Forge  
 \* Chris Matthews; speaker

\*\* - Closed meetings

Tuesday, April 25

7:30 AM Registration . . . . . Escalator Lobby  
 8:00 AM Continental Breakfast . . . . . Ticonderoga Foyer  
 8:30 AM CONGRESSIONAL CONFERENCE . . . . . Ticonderoga  
 \* Rep. Robert Matsui (D-CA) 8:30-9:00 A.M.  
 \* Rep. Bob Davis (R-MI) 9:00 A.M. - 9:30 A.M.  
 \* Rep. W.J. "Billy" Tauzin (D-LA) 9:30 - 10:00 A.M.  
 \* Rep. James L. Oberstar (D-MN) 8:00 - 8:30 A.M.  
 \* Rep. Guy VanderJagt (R-MI) 10:10 A.M. - 10:30 A.M.  
 \* Sen. Robert Dole (R-KS) 10:30 A.M. - 11:00 A.M.  
 8:30 AM Spouse/Guest tour departs from Hyatt for tour, lunch and shopping in "Old Town" section of Alexandria, VA.  
 11:30 AM Adjourn for individual meetings with Congressional delegations.  
 4:00 PM Spouse/Guests return to Hyatt  
 6:00 PM Depart from Hyatt for Kennedy Center  
 6:30 PM Reception and light buffet at Kennedy Center  
 8:00 PM "Sophisticated Ladies" - Opera House

Wednesday, April 26

8:00 AM Continental Breakfast . . . . . Ticonderoga Foyer  
 8:30 AM CONGRESSIONAL CONFERENCE . . . . . Ticonderoga  
 \* Rep. Rod Chandler (R-WA)  
 \* Rep. Bill Archer (R-TX)  
 \* "European Trade Prospects in the 1990's";  
 Dr. Richard Rahn, U.S. Chamber of Commerce  
 \* "Tort Reform Efforts at the State Level";  
 Diane Swenson, American Tort Reform Association  
 \* "Facilities Development";  
 George Gilmour, Mainship Corp., Chairman of the NMMA Facilities Development Committee  
 & Bill Ivers, California Dept. of Boating & Waterways  
 11:30 AM Adjourn for Hill appointments & departure



## SPEAKERS

**Rep. Robert Matsui (D-CA)**  
Member of House Ways & Means Committee

**Rep. Bob Davis (R-MI)**  
Ranking Minority Member, House Merchant Marine & Fisheries Committee

**Rep. W.J. "Billy" Tauzin (D-LA)**  
Chairman, House Merchant Marine & Fisheries Subcommittee on Coast Guard & Navigation

**Rep. James L. Oberstar (D-MN)**  
Member of House Budget Committee and the House Public Works Committee

**Rep. Guy VanderJagt (R-MI)**  
Ranking Minority Member, House Ways & Means Subcommittee on Select Revenue Measures

**Rep. Rod Chandler (R-WA)**  
Member of House Ways & Means Committee

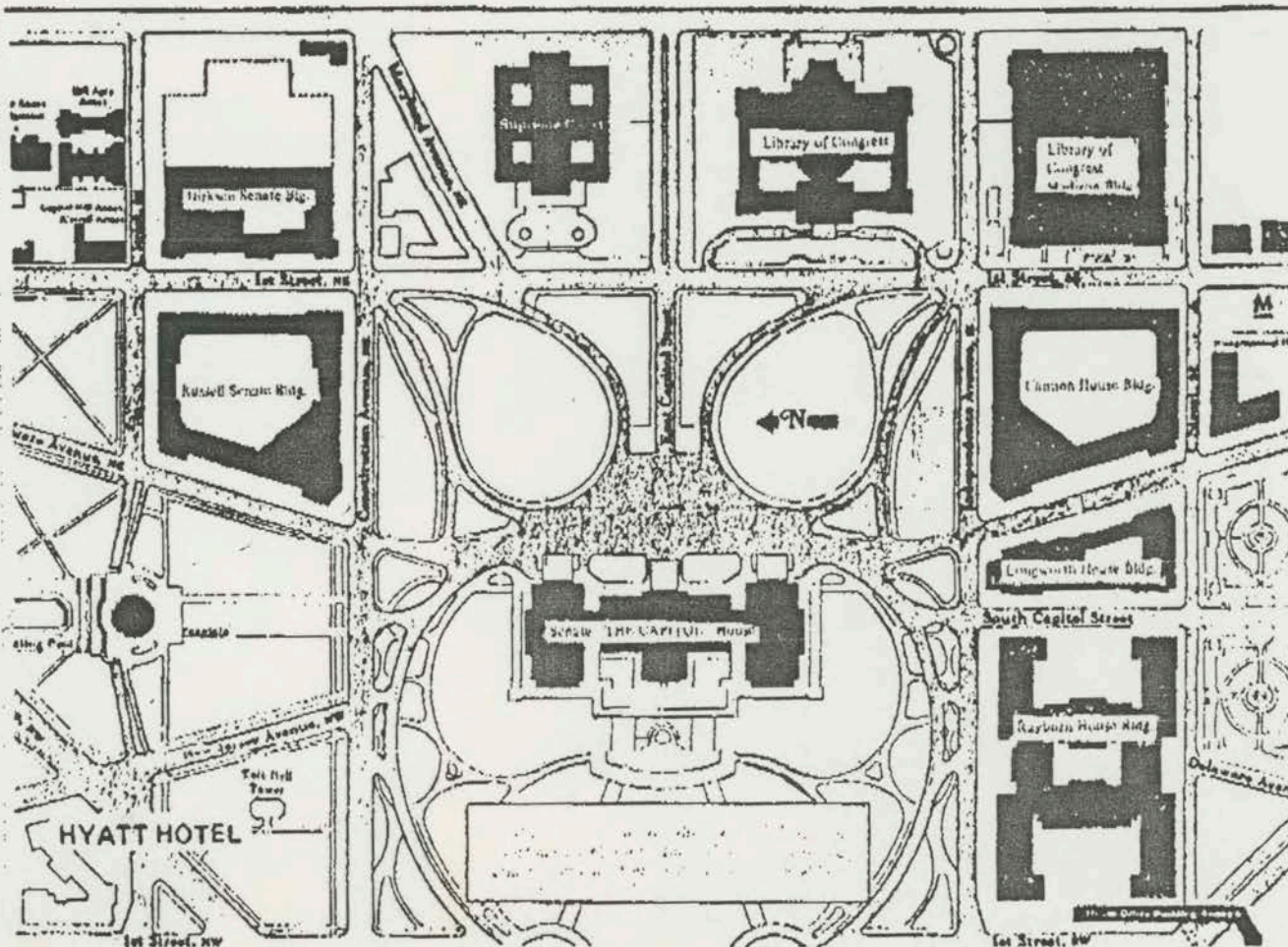
**Rep. Bill Archer (R-TX)**  
House Ways & Means Committee

**Dr. Richard Rahn**  
Vice President & Chief Economist for the U.S. Chamber of Commerce.

**Diane Swenson**  
Director of Legislative & Legal Affairs  
American Tort Reform Association

**Bill Ivers**  
Director, California Department of Boating & Waterways and current president of State Organizations for Boating Access (SOBA). Former California state assemblyman and state government sector member of the U.S. Coast Guard Safety Advisory Council.

**Chris Matthews**  
Author of best selling book "Hardball", a tell-all book on how the game of politics is played in Washington. Mr. Matthews worked for the Carter Administration and former House Speaker Tip O'Neill.





## ATTENDEES

American Foreign Industries Jack Kiichen	Lake Eric Marine Trades Assn. Mr. & Mrs. Jack Brown	S.M. Osgood Company S.M. "Bud" Osgood
Atlantic Marketing Company Al & June Bennett	Don & Lou Hibbard	Outboard Marine Corporation John L. Birkinbine
Attwood Corporation Lew & Sheryl Haeck	Lowell & Filcen Joy	Laurin & Anita Baker John Winn
Don & Jean Rocheleau	Bill Moore	Palmer Johnson Corp. Mike & Margaret Kelsey
Bertram Yacht Patrick D. Cunningham	Lynn A. Rhome	Phoenix Marine Enterprises Frank Piedra
Bertram-Trojan, Inc. G.R. Smith	Norman A. Schultz	Power & Motoryacht Jeff Hammond
Boat & Motor Dealer George Van Zevern	Bill Schaeffer	Raritan Engineering Co. Arthur J. Brotnall, Jr.
Boat Translt Inc. George Mallin	John Sima	Regal Marine Industries Paul & Carol Kuck
Boating Trades Assn. Metro Houston Ken Lovell	Ken Strayer	S 2 Yachts, Inc. David & Mary Slikkers
Brunswick Corporation Veronica Floyd	Meredith Williams	Sealand Technology Ed McKiernan & Pete McKiernan
Carver Boat Corp. Robert F. MacNeill	Lowe Industries Bill & Karen Ek	Silverton/Mainship Corporation George W. Gilmour
Cobalt Boats Russ Hewitt	Marine Retailers Assn. of America Phil Keeter	Soundings/Trade Only Gary Beckett
Pack & Jill St. Clair	Larry Russo	Sweetwater Metal Products Dick Cleveland
Cobia Boat Company Ed Atchley	Marine Buyers Associates, Inc. William F. & Jean Cox	Teleflex, Inc. Tom Douglass
Connecticut Marine Trades Assn. Ray Bovich	Maxum Marine Jeff Olson	Gary Potter
Russ Lennon	Meeco Marinas, Inc. H. Gene Walker	Tempo Products Company Ben & Cheryl Nicholl
Corroon & Black of Nashville Dave Kaigler & Kathy Patterson	Mercury Marine, Div. Brunswick Corp. Roy Montgomery	Thunderbird Products Grant Porter
Cruiser's Inc. Terry & Karen Bogart	Marine Industries Assn. of South Florida John C. Penn	Scott Porter
Thomas A. & Beverly Lisle	Van W. Snider	Vic Porter
Crusader Engines/Thermo Electron Chester Janssens	Michigan Boating Industries Assn. Robert Giesler	Trojan Yachts Charles & Peggy Underwood
Fireboy Systems/Xintex Keith & Carol Weldy	Don Haig	Wellcraft Marine Bill & Shirley Erickson
Four Winns, Inc. William H. Winn	Anne Masterson	J. Robert & Karen Long
Grady-White Boats, Inc. Edward C. & Jo Smith	Mary Smelter	Yamaha Motor Corp. U.S.A. Sylvan "Ham" & Connie Hamberger
Grumman Credit Corp. Jackie Forese	Ray L. Underwood	
The Guest Company, Inc. Frank Ahlbin	Michigan Wheel Corporation Charles Dykstra	
Hatteras Yachts D. Alton Herndon	Martin & Cathy Ronis	
Charles M. Kauth	Morse Controls Bill Witt	
Kenosha Auto Transport Merle Alwine	Motor Boating & Sailing Magazine Robert J. O'Connor	
Ronald Pickle	Nautical Rubber Company Dan Thor	
	Norcold Ran Chamberlain	
	Northern California Marine Assn. Claire M. DaRe	
	Northwest Marine Trades Assn. William & Maryann West	
	Omega Chemicals Charles Dore III	
	Chip Dore	
		NMMA STAFF
		John Dane
		Nancy Linden
		Mary Mann
		Jeff & Lilianna Napier
		Greg Proteau
		Tammy Rossow
		George Rounds
		Ron Stone
		NMMA COUNSEL
		Tom Boggs
		Jim Christian



APRIL 25, 1989  
TALKING POINTS  
NATIONAL MARINE MANUFACTURERS ASSOCIATION

O GOOD MORNING. IT IS A PLEASURE TO BE WITH YOU  
AGAIN.

O I KNOW THAT YOU ARE CONCERNED ABOUT OUR  
LEGISLATIVE AGENDA. ITS BEEN A SLOW START, BUT  
WE ARE BEGINNING TO MAKE PROGRESS.

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## THE BUDGET DEFICIT

- O WITHOUT DOUBT, THE MOST IMPORTANT CHALLENGE FACING OUR COUNTRY TODAY IS THE BUDGET DEFICIT.
  
- O REDUCING THE DEFICIT WOULD HAVE MANY POSITIVE EFFECTS ON OUR ECONOMY, FROM REDUCING INTEREST RATES TO LOWERING OUR TRADE DEFICIT TO MAKING MORE MONEY AVAILABLE FOR SAVINGS AND INVESTMENT.



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O BUDGET DECISIONS ALSO SHAPE OTHER NATIONAL PRIORITIES. RIGHT NOW THE DEFICIT LIMITS THE AMOUNT OF MONEY WE CAN SPEND NOT ONLY ON NEW INITIATIVES, BUT ALSO ON EXISTING PROGRAMS. AS A RESULT, WE ARE BEING FORCED TO RELY MORE AND MORE ON SELF-FINANCING MECHANISMS FOR DOMESTIC PROGRAMS, AND WE MAY NEED TO PERSUADE OUR ALLIES TO ASSUME GREATER RESPONSIBILITIES FOR THEIR OWN DEFENSE.

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O THE BUDGET AGREEMENT

O AFTER NEGOTIATING FOR WELL OVER A MONTH, THE PRESIDENT AND CONGRESSIONAL LEADERS HAVE AGREED ON A 1990 BUDGET PLAN. THIS AGREEMENT IS NOT A BOLD PLAN. IT ALLOWS US TO LIMP BY AND MEET THE GRAMM-RUDMAN TARGETS FOR NOW. HOWEVER, WHEN THE MID-SESSION ECONOMIC FORECAST COMES DUE IN AUGUST, WE MAY BE



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FORCED TO RETURN TO THE NEGOTIATING TABLE  
AND COME UP WITH ANOTHER \$10 TO \$15 BILLION IN  
CUTS TO MEET THE TARGETS.

0 WITH A FEDERAL DEBT OF \$2.7 TRILLION AND  
ANNUAL INTEREST PAYMENTS OF \$150 BILLION, IT  
SEEMS TO ME THE TIME HAS COME TO DO MORE. IT  
MAY BE TOO LATE TO DO ANYTHING FOR FISCAL  
1990, BUT WE CAN AND MUST CONFRONT THE  
PROBLEM FOR FISCAL 1991.

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0 THE ONE POSITIVE THING THAT CAME OUT OF THE  
SUMMIT AGREEMENT WAS THAT THE NEGOTIATORS  
DECIDED TO BEGIN NEGOTIATING THE FISCAL 1991  
BUDGET AS SOON AS THEY FINISH WORK ON THE  
FISCAL 1990 BUDGET. AND I BELIEVE THAT IT IS  
ESSENTIAL TO DO JUST THAT.



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O NEXT YEAR IS AN ELECTION YEAR. SO,  
UNFORTUNATELY, IF WE DO NOT ACT PROMPTLY, THE  
CHANCES ARE GREAT THAT THE HARD CHOICES WILL  
BE PUT OFF UNTIL 1991. AND 1991 IS ONLY ONE YEAR  
AWAY FROM THE NEXT PRESIDENTIAL ELECTION. BUT,  
AS YOU PROBABLY KNOW TOO WELL, THESE DAYS  
PRESIDENTIAL ELECTIONS LAST TWO YEARS, SO NOT  
MUCH MAY GET DONE IN 1991, EITHER.

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## THE SPENDING FREEZE

- O IT IS UNFORTUNATE THAT PRESIDENT BUSH DID NOT STICK WITH HIS FLEXIBLE FREEZE PROPOSAL, WHICH AS I UNDERSTAND IT, WOULD HAVE FROZEN, NOT CUT, ALL PROGRAMS FOR A SINGLE YEAR. BY APPLYING A FREEZE TO A POT OF SPENDING WORTH \$136 BILLION, IT WOULD BE POSSIBLE TO SAVE AROUND \$10 BILLION IN PROJECTED GROWTH OVER A SINGLE YEAR.



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0 FOR MANY IN WASHINGTON A FREEZE IS A RADICAL  
CONCEPT. THEY BELIEVE FEDERAL SPENDING  
SHOULD GROW WITH INFLATION, WHETHER OR NOT  
WE HAVE THE MONEY TO PAY FOR IT. WELL, AS FAR  
AS I KNOW THERE IS NO RULE THAT SAYS  
GOVERNMENT PROGRAMS SHOULD NEVER BE  
SHRUNK OR ELIMINATED.

0 UNDER THIS KIND OF THINKING SOME PROGRAMS  
HAVE DONE PRETTY WELL -- SOCIAL SECURITY,  
MEDICARE. YET, AS OLDER PEOPLE HAVE BECOME

-10-

MORE AND MORE COMFORTABLE, THEIR CHILDREN  
CANNOT AFFORD TO BUY THEIR FIRST HOME  
BECAUSE OF SOARING TAXES AND INTEREST RATES.  
MAYBE THE TIME HAS COME TO RETHINK THINGS A  
BIT.

0 BUDGET REFORM

0 IN ADDITION TO THE BUDGET NUMBERS, I BELIEVE IT  
IS FINALLY TIME TO INSTITUTE SOME LONG-TERM  
REFORMS TO FIX OUR BROKEN BUDGET PROCESS. I  
HAVE INTRODUCED TWO BILLS TO ADDRESS THE



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PROBLEM OF BUDGET REFORM -- LEGISLATION TO  
ADD A BALANCED BUDGET AMENDMENT TO THE  
CONSTITUTION AND LEGISLATION TO ENHANCE THE  
PRESIDENT'S RESCISSION AUTHORITY TO CUT PORK  
BARREL SPENDING.

0 ANOTHER WAY OF GIVING THE PRESIDENT MORE  
POWER TO ELIMINATE OVERSPENDING IS THE LINE  
ITEM VETO. I HAVE NOT SPONSORED LEGISLATION  
TO GIVE THE PRESIDENT A LINE ITEM VETO IN THIS

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CONGRESS, BECAUSE I BELIEVE ARTICLE 1, SECTION  
7, CLAUSE 8 OF THE CONSTITUTION MAY ALREADY  
GIVE THE PRESIDENT THE POWER TO VETO LINE  
ITEMS IN BILLS. I ENCOURAGE PRESIDENT BUSH TO  
TEST HIS LINE ITEM VETO POWER EARLY ON IN HIS  
TERM AND LET THE COURTS DECIDE WHETHER IT IS  
CONSTITUTIONAL OR NOT.



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- O WHATEVER WE DO, WE CAN NOT ALLOW ANOTHER YEAR TO SLIP AWAY WITHOUT SERIOUS ACTION. IT'S A LONG, ROUGH ROAD, BUT WITH LEADERSHIP AND PERSEVERANCE, WE CAN MAKE THE HARD CHOICES AND BRING THE BUDGET DEFICIT INTO LINE.
- O TAXES
- O I ALSO THINK IT IS IMPORTANT NOT TO RAISE TAXES UNTIL WE LOOK ALL THE POSSIBLE SPENDING OPTIONS. WE CAN REDUCE SPENDING IN

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CONGRESS, IN THE WHITE HOUSE, AND IN ALL  
FEDERAL AGENCIES. I DO NOT BELIEVE THAT TAX  
INCREASES ARE A SUBSTITUTE FOR SPENDING  
RESTRAINT TO REDUCE THE FEDERAL BUDGET  
DEFICIT.

- O I ALSO BELIEVE THAT KEEPING THE LOWER RATES  
ENACTED IN 1986 IS VERY IMPORTANT, BOTH AS AS  
ECONOMIC INCENTIVE AND TO CONVINCING  
TAXPAYERS THAT OUR TAX LAWS ARE FAIR. IN 1987,  
FOR EXAMPLE, I INTRODUCED A RESOLUTION --

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LATER ADOPTED BY THE SENATE -- THAT CONGRESS SHOULD NOT ATTEMPT TO REDUCE THE DEFICIT BY TAMPERING WITH THE TAX RATES.

- O THE 1990 BUDGET AGREEMENT CALLS FOR ONLY \$5.3 BILLION IN NEW REVENUES AND AN ADDITIONAL \$.5 BILLION IN INCREASED IRS ENFORCEMENT.

TREASURY ESTIMATES THAT THE PRESIDENT'S CAPITAL GAINS TAX CUT PROPOSAL WOULD RAISE \$4.8 BILLION OF THAT NEW REVENUE. WHILE THE



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LONG-TERM REVENUE IMPACT OF A CAPITAL GAINS

TAX CUT IS VERY MUCH IN DISPUTE, EVEN

CONGRESSIONAL ECONOMISTS THAT THE

PRESIDENT'S PROPOSAL RAISES MONEY -- THEY SAY

\$3.3 BILLION -- IN THE FIRST YEAR.

- O WE MAY NOT AGREE ON A CAPITAL GAINS CUT THIS  
YEAR. THE CHAIRMAN OF THE HOUSE WAYS AND  
MEANS COMMITTEE HAS INDICATED THAT HE WILL  
NOT ACCEPT A CAPITAL GAINS TAX DECREASE

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WITHOUT INCREASES IN INCOME TAX RATES WHICH  
ARE NOT ACCEPTABLE TO THE PRESIDENT AND MANY  
MEMBERS OF CONGRESS, NOT JUST REPUBLICANS.

- O WHATEVER MEANS ARE FOUND TO RAISE THIS  
REVENUE -- CAPITAL GAINS CUTS, LOOPHOLE  
CLOSING, INCREASED COMPLIANCE -- I BELIEVE THE  
YOU WILL FIND THAT WHEN THE PRESIDENT SAID "NO  
NEW TAXES", HE MEANT IT. THAT INCLUDES EXCISE  
TAXES, AS WELL AS RATE INCREASES.

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- O THEREFORE, I DO NOT BELIEVE THAT YOU WILL SEE  
EXCISE TAXES ON LUXURY BOATS OR LIMITS ON  
SECOND HOME MORTGAGE DEDUCTIONS THIS YEAR.

### THE REPUBLICAN AGENDA

- O EVERY TWO YEARS THE CONGRESS STARTS WITH A  
CLEAN SLATE AND THE OPPORTUNITY TO RETHINK  
ITS AGENDA. THIS CONGRESS IS ALSO THE START OF  
A NEW ADMINISTRATION AND PRESIDENT BUSH HAS  
REACHED OUT TO BOTH DEMOCRATS AND



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REPUBLICANS IN CONGRESS SO THAT WE CAN WORK  
TOGETHER TO SOLVE THE DIFFICULT PROBLEMS  
CONFRONTING OUR NATION: THE BUDGET DEFICIT;  
IMPORTANT SOCIAL CONCERNS, SUCH AS  
RETIREMENT SECURITY, HEALTH CARE, EMPLOYEE  
BENEFITS, CHILD CARE AND EDUCATION; AND, NOT  
LEAST, OUR NATIONAL SECURITY.

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O ON OUR FIRST DAY IN SESSION, I JOINED WITH A  
NUMBER OF MY COLLEAGUES TO INTRODUCE  
LEGISLATION MANDATING A BALANCED BUDGET AND  
GRANTING THE PRESIDENT ENHANCED RECISSION  
AUTHORITY TO COMBAT CONGRESSIONAL SPENDING,  
ELIMINATING THE UNFAIR SOCIAL SECURITY  
EARNINGS TEST, IMPOSING SANCTIONS ON  
COMPANIES WHICH AID IN THE SPREAD OF CHEMICAL  
WEAPONS AND PROVIDING FOR CAMPAIGN FINANCE

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REFORM. SINCE THEN I HAVE INTRODUCED  
LEGISLATION TO DEAL WITH THE RURAL HOSPITAL  
CRISIS AND TO IMPLEMENT THE PRESIDENT'S CHILD  
CARE INITIATIVES.

- O SO YOU CAN SEE THAT OUR REPUBLICAN AGENDA  
ENCOMPASSES A BROAD SPECTRUM OF ISSUES  
FROM ECONOMIC RESPONSIBILITY AND  
SPENDING RESTRAINT TO LOOKING OUT FOR  
CHILDREN, THE ELDERLY, THE SICK AND THE POOR,  
FROM INTEGRITY AND COMPASSION AT HOME TO  
STRENGTH ABROAD.



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CONCLUSION

- O AND CLEARLY, WE NEED THE HELP OF THE PRIVATE  
SECTOR -- OF ALL OF YOU -- IN ACCOMPLISHING  
THESE GOALS. YOU HAVE BEEN AN ESSENTIAL PART  
OF OUR SUCCESSES IN THE PAST, AND I HOPE THAT  
YOU WILL CONTINUE TO WORK WITH US IN THE  
FUTURE.
  
- O THANK YOU.