

## Message to the Congress Transmitting a Report on Naval Petroleum Reserves

October 8, 1999

*To the Congress of the United States:*

In accordance with section 201(3) of the Naval Petroleum Reserves Production Act of 1976 (10 U.S.C. 7422)(c)(2), I am informing you of my decision to extend the period of production of the naval petroleum reserves for a period of 3 years from April 5, 2000, the expiration date of the currently authorized period of production.

Attached is a copy of the report investigating the necessity of continued production of the reserves as required by 10 U.S.C. 7422(c)(2)(B).

In light of the findings contained in that report, I certify that continued production from the naval petroleum reserves is in the national interest.

WILLIAM J. CLINTON

The White House,  
October 8, 1999.

NOTE: This message was released by the Office of the Press Secretary on October 12.

## Statement on Signing the Department of Transportation and Related Agencies Appropriations Act, 2000

October 9, 1999

I have signed into law H.R. 2084, the "Department of Transportation and Related Agencies Appropriations Act, 2000." The bill provides \$47.1 billion in funding for the Nation's vital transportation and related safety needs. The record level of infrastructure investment provided by this measure, which I requested, will enhance use and efficiency, provide better connections, and help improve the conditions and performance of the Nation's transportation system.

This bill's funding levels for highway and transit programs will allow us to continue making substantial improvements in travel conditions and transit ridership. Completing the full funding of our request for Coast Guard operating expenses will improve the safety of all Americans by enabling the expansion of the Coast Guard's vital search and rescue, law enforcement, and drug interdiction activities. Provision of our request for Amtrak capital funds will improve passenger service and keep the rail service on the 5-year glide path to operating self-sufficiency that was agreed to in 1997 by the Congress and my Administration.

I am concerned about the funding level provided in the bill for Federal Aviation Administration (FAA) operations and capital programs.

For example, the bill provides \$144 million less than my request for FAA operations. This reduction will slow hiring for safety and security positions and postpone implementation of needed efficiency and management improvements. The bill also constrains funding for the modernization of the air traffic control system, including needed modernization and improvement of the Global Positioning System. These reductions may increase air travel delays and ill-position the FAA to meet the growing challenges of the future. My Administration will work with the Congress to rectify the consequences of these harmful reductions.

Section 321 of this bill again blocks the Department of Transportation from evaluating corporate average fuel economy standards to determine whether the vehicles we drive can be more fuel efficient. Because of similar provisions, the Department has been unable to carry out its responsibility to review this issue for several years, during which time the average fuel economy has dropped to its lowest level since 1980, adding to pollution and to the Nation's dependency on imported oil. I am very disturbed by this limitation on my Administration's ability to address this critical issue. We cannot continue to ignore this. For that reason, we will soon