

Fallon - Concerned about taking additional money from the Trust Fund. He favors the safety program, provided additional funds can be added to the Trust Fund.

Jones of Alabama - Will go along (he talked to the President while we were in his office.)

Rep. Moss - Makes no positive commitments but appears favorable to both the Department and ICC proposals. Feels that the Government Operations Committee will approve the new Department. Questions why highway safety program will go to Public Works. (Moss is on both Government Operations and Commerce Committees.) He expressed no view on the safety program.

Staggers - Has nothing against the new Department, and does not object to transfer of safety functions of CAB and ICC as long as the other regulatory functions are left intact in those agencies. He is very upset about information he said he has obtained that the Bureau of the Budget is considering the permanent appointment of a Republican incumbent on the ICC as Chairman if the President's proposal on ICC goes through. He said that would cause "a lot of trouble up here." He said he would oppose the whole thing on that basis. He expressed the conviction that the Commerce Committee should have jurisdiction over some of the features I mentioned in the highway safety program.

Kluczynski - Not available, but his staff reports he is okay on highway safety, including financing from the Trust Fund.

Edmondson - Okay on safety, including stand-by authority on vehicles.

Muskie - Department sounds pretty good; okay on safety.

Gruening - Okay on Department and strong on safety.

Senator McNamara is in the hospital and Senator Randolph was unavailable because he was on the road traveling. Alan Boyd will contact him tomorrow morning.

Magnuson - You and Lee White have talked to him. Secretary Connor has previously talked to him and he appears okay on new Department.

On the ICC proposal we encountered no objections except Staggers', which, of course, may be based on mis-information.



U.S. DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20230

February 15, 1966

EXECUTIVE ④

FG 997-15

FG 400

FG 155

NR 7-1

FG 120-5

MEMORANDUM

To : Joe Califano

From : Paul Southwick

Subject: Department of Transportation

It is obvious from our Congressional contacts that the Corps of Engineers has been laying the groundwork for possible opposition to giving the new Secretary of Transportation a voice in navigation projects. Apparently the Corps is giving Congressmen the pitch that such an arrangement will make it harder to get these projects dear to a Congressman's heart. We have found this reaction from McClellan, Jim Wright, Edmondson and Bob Jones, and second hand we are told that Kirwan also has been alerted.

cc: Mike Manatos, Henry Wilson

EXECUTIVE OFFICE OF THE PRESIDENT

BUREAU OF THE BUDGET

WASHINGTON 25, D.C.

February 15, 1966

MEMORANDUM FOR MR. LEVINSON

Subject: Suggested paragraph about airport noise problem for transportation message

Charlie Zwick asked me to draft a paragraph or two on the growing noise problem for possible inclusion in the message. As Dr. Hornig says in his February 11 memorandum to the President, jet noise at some airports is a critical problem now -- and will become vastly more serious with the rapid introduction of jet service at more cities this year and next (538 jets are on order -- some 240 for delivery in 1966). Up to now, the Federal Government - FAA - has pretty much left the problem to industry and the suffering communities. It is inconceivable that the Government can ignore the problem much longer. Political pressures are becoming too great. General McKee and the Air Transport Association regard airport noise as the major problem facing the industry. Presidential initiative now would be timely and appropriate.

Suggested language:

"The rapid introduction of jet aircraft and the expanding volume of air traffic reflect the vigor and value of our air transportation system. Beneficial as these developments are, I am impressed with the legitimate concern of many of our citizens about the growing problem of aircraft noise in the vicinity of many airports. I am determined that the Federal Government should take all practicable steps to ameliorate this problem now and in the future. To this end, I have directed my Science Advisor, Dr. Donald F. Hornig, to consult with the Federal Aviation Agency and the National Aeronautics and Space Administration and to develop promptly a program of immediate action, including the development of noise standards and compatible uses of land surrounding airports, related research, and, where needed, appropriate legislation so that the Federal Government may move ahead in this area effectively and soon."

Something like this might fit in after the section on "air accident compensation."

Robert G. Prestemon

**EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET**

DATE February 15, 1966

TO: Mr. Levinson - The White House

FROM: Robert G. Prestemon *RG Prestemon*

REMARKS:

EXECUTIVE OFFICE OF THE PRESIDENT

BUREAU OF THE BUDGET

WASHINGTON, D.C. 20503

February 15, 1966

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Something like this might fit in after the section on "air accident compensation."



Robert G. Prestemon

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

EXECUTIVE

SP 2-3/1966/4N

8:00 p.m., Wednesday
February 16, 1966

FOR THE PRESIDENT

FROM Joe Califano

Here is Jack Connor's report of Congressional contacts covering the Department of Transportation, Highway Safety and the ICC Chairmanship.

Henry Wilson and I will get all future reports in the same form as the Weaver report you returned last night for your ease of reference.

Attach.



**U.S. DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20230**

February 16, 1966

MEMORANDUM

To : Joe Califano

From: Secretary of Commerce

Attached is a cumulative record of Congressional contacts made since Monday, noon in regard to the President's Message on Transportation, covering specifically:

- 1. The Department of Transportation**
- 2. Highway Safety**
- 3. Presidential Appointment of ICC Chairman.**

Please keep in mind that the results of these contacts are highly tentative, involving first impressions based on verbal descriptions of what the President proposes.

Two things should be noted especially:

- 1. There is a conflict of jurisdiction on highway safety between Commerce and Public Works Committees, particularly on the House side. Chairman Staggers is very upset at the thought that Public Works will get jurisdiction because of financing from the Highway Trust Fund. Carl Albert has been apprised of this situation.**
- 2. There is considerable bi-partisan support in the House Merchant Marine Committee for a separate Maritime Administration. This**



**U.S. DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20230**

February 16, 1966

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Two things should be noted especially:

- 1. There is a conflict of jurisdiction on highway safety between Commerce and Public Works Committees, particularly on the House side. Chairman Staggers is very upset at the thought that Public Works will get jurisdiction because of financing from the Highway Trust Fund. Carl Albert has been apprised of this situation.**
- 2. There is considerable bi-partisan support in the House Merchant Marine Committee for a separate Maritime Administration. This**

includes Chairman Garmatz. They are seeking greater support for the Merchant Marine and are inclined to oppose any move which would fail to improve the status of the Merchant Marine and that means, in their minds, more money.

Jack

2/16/66

PROPOSED DEPARTMENT OF TRANSPORTATION

Senate Government Operations Committee

Membership 14

Contacted 9

Democrats for 7

Republicans for 2 uncertain

Total for 7

Democrats against _____

Republicans against _____

Total against _____

House Government Operations Committee

Membership 34

Contacted 19

Democrats for 12

Republicans for _____

Total for 12

Democrats against 1

Republicans against _____

Total against 1

*4 Democrats undecided or
leaning against*

DEPARTMENT OF TRANSPORTATION

SENATE GOVERNMENT OPERATIONS COMMITTEE

DEMOCRATS

McClellan - Okay, will hold hearings himself and expedite.

Jackson - For the proposal; questioned whether it will cost more money.

Ervin - Not contacted.

Gruening - Okay.

Muskie - Sounds pretty good.

Ribicoff - All the way with us.

Harris - Not contacted.

Kennedy - Thinks this is the right approach but wants to make sure we have studied Jim Landis' report on transportation to President Kennedy. He thinks there are some reservations in that report that should be taken into consideration.

Metcalf - Wholeheartedly in favor of new Department, but makes no final commitment. Wants assurance the new Department will not hurt the Corps of Engineers.

Montoya - Not contacted.

REPUBLICANS

Mundt - No preconceived notions. Railroads and truckers have been to see him and advised him to "watch out for this one." Mundt says, however, he sees nothing in the President's proposal, as described to him over the telephone, which would affect adversely either railroads or truckers, latter of which is important to South Dakota.

Curtis - Open minded. Doesn't know how people of Nebraska may react.

Javits - Not contacted.

Simpson - Not contacted.

DEPARTMENT OF TRANSPORTATION
HOUSE GOVERNMENT OPERATIONS COMMITTEE

DEMOCRATS

Dawson - Favorably disposed toward the President's proposals, but just beginning to think about them.

Holifield - Will go along; expects to handle the bill himself; wants to be informed of any jurisdictional problem among House Committees and the attitude of outside interests. Will offer Staggers and Garmatz both an early opportunity to testify or make statements.

Brooks - Most enthusiastic.

Fountain - Has not had time to consider carefully, but his natural reaction is against setting up new Departments.

Hardy - General aspects make sense, but wants more details.

Blatnik - Not contacted.

Jones, Alabama - Will go along. (He talked to the President while we were in his office.)

Garmatz - Questions advisability of moving Maritime to new Department. Leans toward view that Maritime should be handled separately, that it does not fit into an overall Department of Transportation. He will take considerable convincing. He expressed concern about the fate of Maritime in a Department under a Secretary who might be "air oriented."

Moss - Makes no positive commitment but appears favorable. Feels that Government Operations will approve the new Department.

Fascell - Has a favorable impression.

Reuss - Has reservations; opposed to proliferation of new Departments, but is open to "persuasion."

Monagan - Off hand, it sounds pretty good.

Macdonald - Not contacted.

Roush - First reaction is favorable. Must show that it will improve efficiency and that planning in transportation can be carried forward on a more solid basis.

Moorhead - Leans favorably to new Department but wants to know what will happen to mass transit and how urban transportation will be affected by creation of the new Department.

Gallagher - Not contacted

Department of Transportation
House Government Operations Committee

DEMOCRATS (continued)

St. Germain - Not contacted.

King, Utah - Promises to keep an open mind. Points out that he has voted with the Administration 98 percent of the time, but that a recent survey of political opinion in his State shows problems. He voted against HUD and therefore inclines against the new Department. "I must vote more conservatively this year."

Dow - Inclination is to favor the new Department.

Helstoski - Okay.

REPUBLICANS

Dwyer - Not contacted.

Griffin - Not contacted.

Reid, New York - Not contacted.

Horton - Not contacted.

Rumsfeld - Not contacted.

Dickinson - Not contacted.

Erlenborn - Not contacted.

Callaway - Not contacted.

Wydler - Not contacted.

Dole - Not contacted.

Brown, Ohio - Not contacted.

2/16/66.

(Question of Committee jurisdiction has not been definitely clarified; both Commerce and Public Works Committees of House and Senate want the legislation.)

Senate Public WorksMembership 17Contacted 4Democrats for 3

Democrats against _____

Republicans for _____

Republicans against _____

Total for 3

Total against _____

*1 Democrat probable*House Public WorksMembership 34Contacted 14Democrats for 11

Democrats against _____

Republicans for _____

Republicans against _____

Total for 11

Total against _____

*3 Democrats uncertain*Senate CommerceMembership 18Contacted Mike Monrath has made contacts.

Democrats for _____

Democrats against _____

Republicans for _____

Republicans against 1

Total for _____

Total against 1House CommerceMembership 32Contacted 12Democrats for 7

Democrats against _____

Republicans for _____

Republicans against _____

Total for 7

Total against _____

5 Democrats undecided or leaning against.

HIGHWAY SAFETY

HOUSE INTERSTATE AND FOREIGN COMMERCE COMMITTEE

DEMOCRATS

Staggers - Expressed the conviction that the Commerce Committee should have jurisdiction over some of the features in the highway safety program.

Rogers, Texas -

Friedel - Okay.

Macdonald -

Jarman -

O'Brien -

Moss - Expressed no view. Questions why program will go to Public Works.

Dingell - "Not disposed to fight the plan on safety." He predicts jurisdictional problems between Ways and Means versus Public Works rather than Public Works versus Commerce. "Auto dealers will fuss." Will go along with the program "If you don't kick auto makers too hard. I don't bow to the Trust Fund like some others." He therefore has no objection on grounds of Trust Fund problems.

Rogers, Fla. - Favors a strong highway safety program.

Kornegay - Concerned about any delay in construction of interstate highways as result of taking money from the Trust Fund.

Van Deerlin -

Pickle - No strong feeling except "It's time to do something."

Rooney - Favors the program.

Murphy - Generally in favor; should have recommendations to States to eliminate the "chronic nuts" who cause most of the accidents, with penalties for failure to act.

Satterfield - Concerned about who makes decisions and who is calling the shots in the Federal aid to State program.

Ronan - Sounds okay.

Huot -

Mackay -

Gilligan - Generally favors. Makes sense to have uniform standards to replace confusion caused by standards of 50 States.

Farnsley -

Williams -

REPUBLICANS

Springer -

Younger -

Devine -

Nelsen -

Keith -

Highway Safety
House Interstate and Foreign Commerce Committee

REPUBLICANS (continued)

Curtin -

Cunningham -

Broyhill, N. C.

Harvey -

Carter -

Watson -

HIGHWAY SAFETY

SENATE PUBLIC WORKS COMMITTEE

DEMOCRATS

McNamara - In hospital.

Randolph - (*Alan Boyd to see*)

Young - (Through his Administrative Aide) Okay.

Muskie - Okay.

Gruening - Strong on safety.

Moss - Probably for, but he said he has a wait and see attitude.

Jordan -

Inouye -

Bayh -

Montoya -

Harris -

Tydings -

REPUBLICANS

Cooper -

Fong -

Boggs -

Pearson -

Murphy -

HIGHWAY SAFETY

SENATE COMMERCE COMMITTEE

DEMOCRATS

Magnuson - OK

Pastore -

Monroney -

Mike Monroney has made these contacts -

- Lausche -

.. Bartlett -

Hartke -

McGee -

Hart -

Cannon -

Brewster -

Neuberger -

Bass -

REPUBLICANS

Cotton - dead set against use of trust fund for such purposes. Completion of Interstate system is just as important from safety point of view. In favor of a safety program, but should come out of general fund. Upset by prospect that safety bill will go to Public Works rather than Commerce.

Morton -

Scott -

Prouty -

Pearson -

Dominick -

HIGHWAY SAFETY

HOUSE PUBLIC WORKS COMMITTEE

DEMOCRATS

Fallon - Concerned about taking additional money from the Trust Fund. He favors the safety program, provided additional funds can be added to the Trust Fund.
See attachment. 2/17

Blatnik -

Jones - Will go along.

Kluczynski - Not available, but his staff reports he is okay on highway safety, including financing from the Trust Fund.

Wright - Okay, including safety standards for vehicles.

Gray - Okay. 2/17

Clark - Okay.

Edmondson - Okay on safety, including stand-by authority on vehicles.

Johnson, Calif. -

Dorn - Concerned about financing, but believes he will be with us.

Henderson - Concerned about grants to States, but approved mandatory requirements on auto makers.

Olsen -

Tuten - Okay.

Rivers, Alaska - Okay.

Roberts -

Everett -

McCarthy - Okay.

Kee - Okay. 2/17

Schmidhauser - Strongly for; concerned whether Administration bill will be strong enough.

Sweeney - Okay. 2/17

Howard - No problem (wants speech to deliver in support of President when message arrives)

Dyal - Okay, and has written constituents saying so. Feels we cannot afford not to. Will work in favor of the President's program and make speeches on its behalf.

Edwards -

REPUBLICANS

Cramer - For, but grave reservations about use of trust fund. 2/17

Baldwin -

Harsha -

Highway Safety
House Public Works Committee

REPUBLICANS (continued)

Kunkel -

Grover -

Cleveland -

Clausen -

Halleck -

Reid -

McEwen -

Martin -

2/16/66

PRESIDENTIAL APPOINTMENT OF ICC CHAIRMAN

Senate Government Operations

Membership 14

Contacted 3

Democrats for 1

Democrats against

Republicans for 1

Republicans against

Total for 1

Total against

1 Republican undecided

House Government Operations

Membership 34

Contacted 9

Democrats for 7

Democrats against

Republicans for

Republicans against

Total for 7

Total against

2 Democrats undecided

ICC

SENATE GOVERNMENT OPERATIONS COMMITTEE

DEMOCRATS

McClellan -

Jackson -

Ervin -

Gruening -

Muskie -

Ribicoff -

Harris -

Kennedy -- No objection to ICC Chairman being Presidential appointee.

Metcalf -

Montoya -

REPUBLICANS

Mundt - Will go along provided there is a fixed term that is not too long. Agrees present system is unsatisfactory.

Curtis - No thoughts.

Javits -

Simpson -

HCC

House Government Operations Committee

REPUBLICANS (continued)

Wydler -

Dole -

Brown, Ohio -

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

7:45 pm. Thursday
February 17, 1966

FOR THE PRESIDENT

FROM Lee C. White and Joe Califano

By tomorrow night the Congressional contacts on the Transportation Department and Highway Safety Bill will have been virtually completed. As you know, so far the results are substantially favorable. (See attached reports.) In fact, there are developing in both the House and Senate some disputes over sponsorship and jurisdiction of the Department of Transportation and Highway Safety Bills. You have obviously taken on a popular item and everybody wants a piece of the action (particularly on highway safety).

Henry Ford's concern is directed at the early draft of the Highway Safety Bill and he will be much happier (though probably not entirely satisfied) with the current draft. Joe discussed this with him in some length this morning and he is sending someone from Detroit to see me tomorrow. Joe told Ford that we were planning to have a large group of representatives from the transportation industry to a briefing on the whole program once we fixed a date for the message. He was enthusiastic about that.

Yesterday at the meeting in the Cabinet Room you indicated that you wanted dates set so that we could have this kind of briefing and Congressional briefings. We think now is the time to set the date so we can go forward with invitations. For Maggie to introduce the bill personally (which he very much wants to do and make a speech at the same time) it would have to be either Wednesday, February 23 or Thursday, March 3. (Maggie leaves for a week-long trip to Stockholm on Wednesday evening, February 23.)

We would recommend next Wednesday, February 23. Even though that would put the White House mess briefing on February 22, most Senators will be in town (the Vietnam vote is on Monday) and a good part of the House will be here because the House begins on the tax bill, followed by the Vietnam supplementals, on Wednesday.

Approve February 23 message date Friday

See me ☒

Approve March 3 message date _____

Original to Mrs. Perito

FG 999-15
TN
LE/SAZ
SAZ

Warren 6/11/66

rec'd 4-1-66
a. jules



THE UNDER SECRETARY OF COMMERCE
FOR TRANSPORTATION
WASHINGTON, D.C. 20230

February 17, 1966

MEMORANDUM

To : Joe Califano

From: Alan S. Boyd

Attached is a cumulative report on Congressional contacts
on the President's proposed Transportation Message.

Attachments

2/17/66

Leadership

The jurisdictional problems involved in the proposed Highway Safety Bill have been pointed out to Rep. Carl Albert and to Frank Valeo.

On personal views, so far we have Rep. Boggs:

Strongly in favor of action, but has reservations about topping the trust fund without further revenue being added.

HIGHWAY SAFETY PROGRAM

2/17/66

(Question of Committee jurisdiction has not been definitely clarified; both Commerce and Public Works Committees of House and Senate want the legislation.)

Senate Public Works

Membership 17

Contact 8

Democrats for 5

Republicans for 1

Total for 6

*1 D and 1 R
undecided*

Democrats against _____

Republicans against _____

Total against _____

House Public Works

Membership 34

Contacted 19

Democrats for 16

Republicans for _____

Total for 16

*1 D and 2 R
doubtful*

Democrats against _____

Republicans against _____

Total against _____

Senate Commerce

Membership 18

Contacted _____

Democrats for _____

Republicans for 1

Total for _____

*Mike Monroney has
made contacts*

Democrats against _____

Republicans against 1

Total against 1

House Commerce

Membership 32

Contacted 14

Democrats for 8

Republicans for _____

Total for 8

*6 Democrats
undecided or
leaning against*

Democrats against _____

Republicans against _____

Total against _____

HIGHWAY SAFETY

SENATE PUBLIC WORKS COMMITTEE

DEMOCRATS

McNamara - In hospital.

Randolph - An important program but not enough money in trust fund. He has concluded that extension of Interstate system completion date is the solution to the lack of money rather than an increase in taxes. 2/17

Young - (Through his Administrative Aide) Okay.

Muskie - Okay.

Gruening - Strong on safety.

Moss - Probably for, but he said he has a wait and see attitude.

Jordan -

Inouye - Okay. 2/17

Bayh -

Montoya -

Harris -

Tydings -

REPUBLICANS

Cooper - Non-committal 2/17

Fong -

Boggs -

Pearson -

Murphy - Strongly for. 2/17

HIGHWAY SAFETY

HOUSE INTERSTATE AND FOREIGN COMMERCE COMMITTEE

DEMOCRATS

Staggers - Expressed the conviction that the Commerce Committee should have jurisdiction over some of the features in the highway safety program. See attached.

Rogers, Texas - Non-committal. 2/17

Friedel - Okay.

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O'Brien -

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Pickle - No strong feeling except "It's time to do something."

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Ronan - Sounds okay.

Huot -

Mackay -

Gilligan - Generally favors. Makes sense to have uniform standards to replace confusion caused by standards of 50 States.

Farnsley - Okay. 2/17

Williams -

REPUBLICANS

Springer -

Younger -

Devine -

Nelson -

Smith -

Highway Safety
House Interstate and Foreign Commerce

Staggers (continued) - Staggers is very upset at prospect of safety bill going to Public Works. Has appealed to us to "do something." We suggested that jurisdiction and referral were matter for the House leadership (Carl Albert) and that, as of now, the President intended to finance the safety program from the Trust Fund.

Highway Safety
House Interstate and Foreign Commerce Committee

REPUBLICANS (continued)

Curtin -

Cunningham -

Droyhill, N. C.

Harvey -

Carter -

Watson -

HIGHWAY SAFETY

HOUSE PUBLIC WORKS COMMITTEE

DEMOCRATS

Fallon - Concerned about taking additional money from the Trust Fund. He favors the safety program, provided additional funds can be added to the Trust Fund. See attachment. 2/17

Blatnik -

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Dyal - Okay, and has written constituents saying so. Feels we cannot afford not to. Will work in favor of the President's program and make speeches on its behalf.

Edwards -

REPUBLICANS

Cramer - For, but grave reservations about use of trust fund. 2/17

Baldwin -

Harsha -

Highway Safety
House Public Works Committee

Fallon - (Add) - Favors highway safety; believes one cannot publicly object to financing from Trust Fund because of the "emotional" issue involved. Generally in favor, but not committed to every detail until he sees it.

Highway Safety
House Public Works Committee

REPUBLICANS (continued)

Kunkel - Probably for. 2/17

Crover -

Cleveland.-

Clausen -

Halleck -

Reid -

McEwen -

Martin -

HIGHWAY SAFETY

SENATE COMMERCE COMMITTEE

DEMOCRATS

Magnuson - Okey (see, ...)

Pastore -

Monroney - *NOTE: Monroney has made these contacts -*

Lausche -

Bartlett -

Hartke -

McGee -

Hart -

Cannon -

Brewster -

Neuberger -

Bass -

REPUBLICANS

Cotton - dead set against use of trust fund for such purposes. Completion of Interstate system is just as important from safety point of view. In favor of a safety program, but should come out of general fund. Upset by prospect that safety bill will go to Public Works rather than Commerce.

Morton - Generally favorable. 2/17

Scott -

Prouty -

Pearson -

Dominick -

DEPARTMENT OF TRANSPORTATION

(Although the bill would be handled by Government Operations, views of Members on Commerce Committees and House Merchant Marine Committee will be important).

Senate Commerce Committee

Membership 18

Contacted 8

Democrats for 5

Republicans for 2

Total for 7

Democrats against 1

Republicans against 0

Total against 1

House Commerce Committee

Membership

Contacted

Democrats for

Republicans for

Total for

Democrats against

Republicans against

Total against

House Merchant Marine Committee

Membership

Contacted

Democrats for

Republicans for

Total for

Democrats against

Republicans against

Total against

DEPARTMENT OF TRANSPORTATION

SENATE COMMERCE COMMITTEE

Magnuson	ok	Cotton	no particular objections; concerned about NE airline service
Pastore	OK (per Manates)	Morton	generally favorable
Monroney	Has objections *	Scott	
Lausche		Prouty	
Bartlett		Pearson	
Hartke	seems favorable (Manates)	Dominick	
McGee			
Hart	OK (Manates)		
Cannon			
Brewster	"very appealing" (Manates)		
Neuberger			
Bass			

* Sees no reason to transfer safety functions of CAB; no reason to set up transportation safety board; concerned about role of FAA in new Department. McKee, who accompanied Alan Boyd to see Monroney, assured the Senator that he agreed to the transfer of FAA with two reservations which were met -- 1. that safety board be free of secretarial policy, and 2. that integrity of FAA be maintained. Monroney had no further specific questions. He must be convinced that new department will in fact improve civil aviation. He is also concerned about waterway user charges and believes new department might be instrumental in pushing them through.

2/17/66

PROPOSED DEPARTMENT OF TRANSPORTATION

Senate Government Operations Committee

Membership 14

Contacted 11

Democrats for 7

Republicans for 1

Total for 8

Democrats against _____

Republicans against _____

Total against _____

*1 D and 2 R
non-Committal*

House Government Operations Committee

Membership 34

Contacted 21

Democrats for 13

Republicans for 1

Total for 14

Democrats against 1

Republicans against 1

Total against 2

*6 D undecided or
leaning against*

DEPARTMENT OF TRANSPORTATION

SENATE GOVERNMENT OPERATIONS COMMITTEE

DEMOCRATS

McClellan - Okay, will hold hearings himself and expedite.

Jackson - For the proposal; questioned whether it will cost more money.

Ervin - ~~Non-committal.~~ *Non-committal*

Gruening - Okay.

Muskie - Sounds pretty good.

Ribicoff - All the way with us.

Harris - Not contacted.

Kennedy - Thinks this is the right approach but wants to make sure we have studied Jim Landis' report on transportation to President Kennedy. He thinks there are some reservations in that report that should be taken into consideration.

Metcalf - Wholeheartedly in favor of new Department, but makes no final commitment. Wants assurance the new Department will not hurt the Corps of Engineers.

Montoya - Not contacted.

REPUBLICANS

Mundt - No preconceived notions. Railroads and truckers have been to see him and advised him to "watch out for this one." Mundt says, however, he sees nothing in the President's proposal, as described to him over the telephone, which would affect adversely either railroads or truckers, latter of which is important to South Dakota.

Currie - Open minded. Doesn't know how people of Nebraska may react.

Javits - Favors new Department BUT insists that President decide now how mass transit is to be handled. Javits said it should be assigned to the new Department and the new Secretary should be a big city man. Don't leave the issue up in the air, he said. "This is as hot as a pistol." 2/17

Simpson - Not contacted.

DEPARTMENT OF TRANSPORTATION
HOUSE GOVERNMENT OPERATIONS COMMITTEE

DEMOCRATS

- Dawson - Favorably disposed toward the President's proposals, but just beginning to think about them.
- Holifield - Will go along; expects to handle the bill himself; wants to be informed of any jurisdictional problem among House Committees and the attitude of outside interests. Will offer Staggers and Garmatz both an early opportunity to testify or make statements.
- Brooks - Most enthusiastic.
- Fountain - Has not had time to consider carefully, but his natural reaction is against setting up new Departments.
- Hardy - General aspects make sense, but wants more details.
- Blatnik - Not contacted.
- Jones, Alabama - Will go along. (He talked to the President while we were in his office.)
- Garmatz - Questions advisability of moving Maritime to new Department. Leans toward view that Maritime should be handled separately, that it does not fit into an overall Department of Transportation. He will take considerable convincing. He expressed concern about the fate of Maritime in a Department under a Secretary who might be "air oriented."
- Moss - Makes no positive commitment but appears favorable. Feels that Government Operations will approve the new Department.
- Fascell - Has a favorable impression.
- Reuss - Has reservations; opposed to proliferation of new Departments, but is open to "persuasion."
- Monagan - Off hand, it sounds pretty good.
- Macdonald - Not contacted.
- Roush - First reaction is favorable. Must show that it will improve efficiency and that planning in transportation can be carried forward on a more solid basis.
- Moorhead - Leans favorably to new Department but wants to know what will happen to mass transit and how urban transportation will be affected by creation of the new Department.
- Gallagher - Makes sense.
- Randall - Opposed to new Department; against "pyramiding up." Voted against HUD. He said he won't fight us or "make noise," however.
- Rosenthal - Okay.
- Wright - Expressed reservations about new Department, particularly effect on inland waterways. Wanted to know Administration position on user charges and what criteria the new Secretary of Transportation would impose on navigation projects.

Department of Transportation
House Government Operations Committee

DEMOCRATS (continued)

St. Germain - Not contacted.

King, Utah - Promises to keep an open mind. Points out that he has voted with the Administration 93 percent of the time, but that a recent survey of political opinion in his State shows problems. He voted against HUD and therefore inclines against the new Department. "I must vote more conservatively this year."

Dow - Inclination is to favor the new Department.

Kielstoski - Okay.

REPUBLICANS

Dwyer - Not contacted.

Griffin - Not contacted.

Reid, New York - All for it.

Horton - Not contacted.

Rumsfeld - Not contacted.

Dickinson - Not contacted.

Erlenborn - Not contacted.

Callaway - Not contacted.

Wydler - Not contacted.

Dole - Not contacted.

Brown, Ohio - Not contacted.

2/17/66

PRESIDENTIAL APPOINTMENT OF ICC CHAIRMAN

Senate Government Operations

Membership 14

Contacted 6

Democrats for 2

Republicans for 1

Total for 3

Democrats against _____

Republicans against _____

Total against _____

*2 R undecided or
leaning for*

House Government Operations

Membership 34

Contacted 11

Democrats for 8

Republicans for 1

Total for 9

Democrats against _____

Republicans against _____

Total against _____

20 no opinion

ICC

SENATE GOVERNMENT OPERATIONS COMMITTEE

DEMOCRATS

McClellan -

Jackson - Okay.

Ervin - Non-committal.

Greening -

Muskie -

Roberts -

Harris -

Kennedy - No objection to ICC Chairman being Presidential appointee.

Metcalf -

Montoya -

REPUBLICANS

Mundt - Will go along provided there is a fixed term that is not too long. Agrees present system is unsatisfactory.

Curtis - No thoughts.

Javits - Sounds like a smart idea. 2/17

Simpson -

HOUSE GOVERNMENT OPERATIONS COMMITTEE

Dawson -

Holifield - Will go along.

Brooks - Most enthusiastic.

Fountain -

Hardy -

Blatnik -

Jones, Alabama -

Garmatz -

Moss - No positive commitment, but appears favorable.

Fascell -

Reuss -

Monagan - "Off hand , no reaction."

Macdonald -

Roush - No difficulty.

Moorhead - Sounds good, but questions whether appointment at discretion of the President would keep the chairman in "fear and trembling."

Gallagher - Will support.

Randall -

Rosenthal - Okay.

Wright -

St. Germain -

King, Utah -

Dow - No opinion.

Helstoski - Okay.

REPUBLICANS

Dwyer -

Griffin -

Reid, NY - Okay

Horton -

Rumsfeld -

Dickinson -

Erlenborn -

Callaway -

ICC
House Government Operations Committee

REPUBLICANS (continued)

Wydler -

Dole -

Brown, Ohio -

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

February 17, 1966

MEMORANDUM FOR JOE CALIFANO

FROM: Mike Manatos *MM*.

Completing my check of the Senate Commerce Committee on the President's Transportation Message, I have the following report:

Bartlett - Favors broad concept, but wants to see the bill. Asked particularly why need for permanent ICC Chairman. Not antagonistic - just cautious. Most anxious for White House briefing, which he hopes will not take place until Wednesday or Thursday of next week.

Lausche - Will keep self open. Basically against duplication if Cabinet post causes such bringing together of functions. Expressed fear new Department might eventually endorse the Williams bill to subsidize all transportation.

McGee - Favorably inclined. Wants details.

Cannon - Returns to D.C. this evening.

Neuberger - A big bite, but would tend to favor. Anxious for White House briefing.

Bass - No opinion. Wants to see package before he commits himself. Seems concerned that ICC Chairman not be appointed for more than 4 years. Would welcome briefing.

RECEIVED IN EN 2 42

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FEB 18 1966

Summary of Congressional Contacts
on the Transportation Program as of
Thursday, February 17

I

DEPARTMENT OF TRANSPORTATION

A. Senate:

1. Bill will be handled by Government Operations Committee.
 - . There are 14 members
 - . 11 have been contacted
 - . 8 are for the bill (McClellan, Jackson, Gruening, Muskie, Ribicoff, R. Kennedy, Metcalf, Javits -- 7 Democrats, 1 Republican)
 - . 3 are non-committal (Ervin, Mundt, Curtis -- 2 Republicans, 1 Democrat)
 - . 3 not contacted (Harris, Montoya, Simpson -- 2 Democrats, 1 Republican)
2. The views of the Commerce Committee will be important
 - . There are 18 members
 - . 13 have been contacted
 - . 10 are for the bill (Magnuson, Pastore, Hart, Brewster, Lausche, Bartlett, McGee, Neuberger, Cotton, Morton -- 7 Democrats, 2 Republicans)
 - . 2 non-committal (Hartke, Bass -- both Democrats)
 - . 5 not contacted (Cannon, Scott, Prouty, Pearson, Dominick -- 1 Democrat, 4 Republicans)
 - . 1 against (Monroney)
3. Total Senate on DOT
 - . 18 for
 - . 1 against
 - . 5 non-committal
 - . 8 not contacted

B. House

1. Bill will be handled by Government Operations Committee
 - . There are 34 members
 - . 21 have been contacted
 - . 14 are for it (Dawson, Rosenthal, Gallagher, Roush, Monagan, Fascell, Moss, Jones, Hardy, Brooks, Holifield, Dow, Helstoski, Reid -- 13 Democrats and 1 Republican)
 - . 1 is against (Garmatz)
 - . 5 Undecided or leaning against (Fountain, Reuss, Moorhead, Randall, Wright, King -- all Democrats)
 - . 13 not contacted (Blatnik, MacDonald, St. Germain -- Democrats and 10 Republicans)
2. No one on House Commerce Committee or Merchant Marine Committee (except Garmatz) contacted.
3. Total House on DOT
 - . 14 for
 - . 1 against
 - . 5 undecided

II

ICC CHAIRMAN

A. Senate

1. Bill will be handled by Government Operations Committee

- . There are 14 members
- . 6 were contacted
- . 3 were pro (Jackson, Kennedy, Javits)
- . 3 undecided or leaning for (Curtis, Mundt, Ervin)
- . 8 not contacted (7 Democrats, 1 Republican)

2. Senate Commerce Committee also interested

- . There are 18 members
- . 11 were contacted
- . 7 were pro (Magnuson, Lausche, McGee, Neuberger, Pastore, Hart, Brewster)
- . 1 was against (Bass)
- . 3 were undecided (Bartlett, Monroney, Hartke)
- . 7 not contacted (1 Democrat (Cannon), 6 Republicans)

3. Total Senate on ICC Chairman

- . 10 pro
- . 6 undecided or leaning for
- . 1 against
- . 15 not contacted (8 Democrats, 7 Republicans)

B. House

1. Bill will be handled by Government Operations Committee

- . There are 34 members
- . 11 were contacted
- . 9 were pro (Hollifield, Brooks, Roush, Gallagher, Rosenthal, Helstoski, Moss, Moorhead, Reid -- 8 Democrats, 1 Republican)
- . 2 had no opinion (Monagan, Dow)
- . 23 not contacted (13 Democrats, 10 Republicans)

III

HIGHWAY SAFETY

A. Senate

1. Senate Public Works

- . 17 members
- . 8 were contacted
- . 6 were pro (Inouye, Gruening, Muskie, Young, Randolph, Murphy (R) -- 5 Democrats, 1 Republican)
- . 2 undecided (Moss Cooper)
- . 9 not contacted (6 Democrats, 3 Republicans)

II

ICC CHAIRMAN

A. Senate

1. Bill will be handled by Government Operations Committee

- . There are 14 members
- . 6 were contacted
- . 3 were pro (Jackson, Kennedy, Javits)
- . 3 undecided or leaning for (Curtis, Mundt, Ervin)
- . 8 not contacted (7 Democrats, 1 Republican)

2. Senate Commerce Committee also interested

- . There are 18 members
- . 11 were contacted
- . 7 were pro (Magnuson, Lausche, McGee, Neuberger, Pastore, Hart, Brewster)
- . 1 was against (Bass)
- . 3 were undecided (Bartlett, Monroney, Hartke)
- . 7 not contacted (1 Democrat (Cannon), 6 Republicans)

3. Total Senate on ICC Chairman

- . 10 pro
- . 6 undecided or leaning for
- . 1 against
- . 15 not contacted (8 Democrats, 7 Republicans)

B. House

1. Bill will be handled by Government Operations Committee

- . There are 34 members
- . 11 were contacted
- . 9 were pro (Hollifield, Brooks, Roush, Gallagher, Rosenthal, Helstoski, Moss, Moorhead, Reid -- 8 Democrats, 1 Republican)
- . 2 had no opinion (Monagan, Dow)
- . 23 not contacted (13 Democrats, 10 Republicans)

III

HIGHWAY SAFETY

A. Senate

1. Senate Public Works

- . 17 members
- . 8 were contacted
- . 6 were pro (Inouye, Gruening, Muskie, Young, Randolph, Murphy (R) -- 5 Democrats, 1 Republican)
- . 2 undecided (Moss Cooper)
- . 9 not contacted (6 Democrats, 3 Republicans)

2. Senate Commerce

- . 18 members
- . 4 contacted
- . 2 pro (Magnuson, Morton)
- . 1 against (Cotton - use of trust fund)
- . 1 undecided (Monroney)
- . 14 not contacted (10 Democrats, 4 Republicans)

3. Total Senate on Highway Safety

- . 12 contacted
- . 23 not contacted
- . 8 pro
- . 2 undecided
- . 1 against

B. House

1. House Public Works

- . 34 members
- . 19 contacted
- . 17 pro (Dyal, Howard, Sweeney, Schmidhauser, Kee McCarthy, Rivers (Ala.), Tuten, Henderson, Edmondson, Clark, Gray, Wright, Kluczynski, Jones, Dorn, Kunkel (R) -- 16 Democrats, 1 Republican)
- . 2 leaning against (Fallon, Cramer)
- . 15 not contacted (6 Democrats, 9 Republicans)

2. House Commerce

- . 32 members
- . 14 contacted
- . 8 pro (Friedel, Rogers (Fla.), Pickle, Rooney, Murphy, Ronan, Gilligan, Farnsley -- All Democrats)
- . 6 undecided or leaning against (Staggers, Rogers (Texas), Moss, Kornegay, Satterfield, Dingell)
- . 18 not contacted (11 Republicans, 7 Democrats)

3. Total House on Highway Safety

- . 33 Contacted
- . 25 Pro
- . 8 Undecided or leaning against
- . 33 Not Contacted

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

7:55 p.m., Friday
February 18, 1966

FOR THE PRESIDENT

FROM Joe Califano

I talked to Maggie and he will introduce the Transportation Department and Highway Safety Bills as soon as he returns. He said he might try and "sneak a couple of extra days in Stockholm". So we would not be able to send the message up until March 8. (This delays us almost another week.)

We have two other messages already approved with which we can go next week. Bill and I plan to go with pollution on Wednesday, February 23 and domestic health and education on Thursday, February 24.

We will have a briefing in the White House Mess on pollution on Washington's birthday, February 22, at 5:30 and on health and education on Wednesday evening, February 23 (early enough so you can stop by if you so desire before going to New York). Manatos and Wilson say that even though it is Washington's birthday, we should have the briefing because the Senators and Representatives very much like to come over here.

Bill and I will work out appropriate background briefings for important columnists and reporters.

Unless you have some objection, we will proceed on this schedule and begin inviting people tomorrow.

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

February 19, 1966

MEMORANDUM FOR

Mr. Califano

Subject: Additional Comments on Transportation Message

✓ On Page 17, line 8, we should include the word "universities" in phrase, "working with private industry and other government agencies--"

One of our central needs here is the development of good university departments to think about and analyze transportation problems, to do economic studies, and to carry out research and development. We need better books written about transportation problems and their synthesis. Above all, we need centers which will turn out people with a background in overall transportation problems.



Donald F. Hornig
Special Assistant to the President
for Science and Technology

Attachment

Page 17 of Transportation Message Draft

- Provide comprehensive and reliable data for both private and public decisions.
- Identify areas of transportation which can be exploited by private industry to provide safer and more efficient services to the public.
- Build the basis for a more efficient use of public resources.
- Provide the technological base needed to assure adequate domestic and international transportation in times of emergency.

The Department of Transportation -- working with private industry and other government agencies -- will provide a coordinated program of research and development to move the Nation toward our transportation goals. The Department can help translate scientific discovery into industrial practice.

We must make significant advances in every phase of transport -- in aircraft, in ocean-going ships, in swifter rail service.

Supersonic Transport Aircraft

The United States is pre-eminent in the field of aircraft design and manufacture.

We shall not relinquish this leadership.

As I said in my State of the Union Message, I am proposing a program to construct and flight test a new 2000-mile-per-hour supersonic aircraft.

Our supersonic transport must be competitive.

It must be introduced into the market in a timely manner.

It must be safe and reliable.

It must have profit potential for both the airlines and the manufacturers.

We have underway an intensive research and design program on the supersonic transport, supported by appropriations of \$231 million.

The design competition for this aircraft and its engines is intense and resourceful.

I will shortly request \$210 million in Fiscal Year 1967 appropriations to initiate the prototype phase of the supersonic transport. My request includes funds for the completion of design competition, expanded economic and sonic boom studies, and the initial six months of prototype construction.

We hope to conduct first flight tests of the supersonic transport by 1970, and to introduce it into commercial service by 1974.

EXHIBIT
SP2-3/1966 (5)
SP2-3/1966/HB
LE/SHJ
SAD
FG412
7:05 p.m., Friday
February 25, 1966

FOR THE PRESIDENT

FROM Joe Califano

Attached are sum-up reports on the Transportation Message and the Domestic Health and Education Message. You have approved both Messages. With respect to Transportation, ^XMagnuson is no longer *No views G.* going to Sweden and would like to go forward with the Transportation bills next week. I recommend the following schedule:

Tuesday -- Domestic Health and Education
Wednesday -- Transportation

We can have the Congressional briefing on Domestic Health and Education on Monday night and the Congressional briefing on Transportation on Tuesday night.

There are no Committee jurisdiction problems except as indicated in the attachment. Larry O'Brien and I have discussed the Transportation Bills with the Speaker. We are seeing the Speaker on Monday at 11:00 a.m. to complete our discussion on the other bills.

I am requesting your approval this far in advance because we believe it is important to have various industry people in on the Transportation Message from all over the country and would like to begin inviting them as soon as possible for a noon briefing on Wednesday. Further, attendance at the Congressional briefings is always better if we can extend invitations a couple of days in advance.

Approve _____

Disapprove _____

Attachs.

RECEIVED
MAR 15 1966
CENTRAL FILES

SUMMARY OF THE TRANSPORTATION MESSAGE

The Message has 3 basic parts:

1. Department of Transportation
2. Presidential Appointment of ICC Chairman
3. Highway Safety

A. The Department of Transportation

1. The Senate Committee having jurisdiction is the Government Operations Committee. It is composed of 10 Democrats and 4 Republicans. Of this total of 14, 12 contacts (9 Democrats and 3 Republicans) have been made with the following results:

For	7
Against	0
Undecided or	
Doubtful	5

2. The House Committee having jurisdiction is the Government Operations Committee. It is composed of 23 Democrats and 10 Republicans. Of this total of 33, 25 contacts (20 Democrats and 5 Republicans) have been made with the following results:

For	16
Against	1
Undecided or	
Doubtful	8

B. Presidential Appointment of ICC Chairman

1. The Senate Committee having jurisdiction is the Government Operations Committee. It is composed of 10 Democrats and 4 Republicans. Of this total of 14, 8 contacts (5 Democrats and 3 Republicans) have been made with the following results:

For	5
Against	0
Undecided or	
Doubtful	3

2. The House Committee having jurisdiction is the Government Operations Committee. It is composed of 23 Democrats and 10 Republicans. Of this total of 33, 15 contacts (10 Democrats and 5 Republicans) have been made with the following results:

For	10
Against	0
Undecided or	
Doubtful	5

C. Highway Safety

1. The Senate Committee having jurisdiction is in doubt -- it is between Public Works and Commerce Committees. Public Works Committee is composed of 12 Democrats and 5 Republicans. Of this total of 17, 9 contacts (7 Democrats and 2 Republicans) have been made with the following results:

For	7
Against	0
Undecided or doubtful	2

Commerce Committee is composed of 12 Democrats and 6 Republicans. Of this total of 18, 14 contacts (12 Democrats 2 Republicans) have been made with the following results:

For	14
Against	0

2. The House Committee having jurisdiction is in doubt -- it is between Public Works and Interstate and Foreign Commerce Committees. Public Works Committee is composed of 23 Democrats and 11 Republicans. Of this total of 34, 22 contacts (17 Democrats and 5 Republicans) have been made with the following results:

For	16
Against	0
Undecided or doubtful	6

Interstate and Foreign Commerce Committee is composed of 21 Democrats and 11 Republicans. Of this total of 32, 14 contacts (14 Democrats and 0 Republicans) have been made with the following results:

For	8
Against	0
Undecided or doubtful	6

NOTE: Most Senators are against financing the program of the Trust Fund

TRANSPORTATION MESSAGE

Briefing Schedules

1. Briefing of leadership and appropriate committee members is scheduled for Tuesday evening, March 1, 1966 at 5:30 p.m. in the White House Mess. Briefing will be conducted by Boyd and Connor.
2. Press briefing on this message will take place on Wednesday, March 2, 1966, in the Fish Room at 10:00 a.m. Briefing will be conducted by Connor and Boyd.
3. Briefing of industry representatives will be held in the Fish Room on Wednesday, March 2, 1966, at 12:00 p.m. Connor and Boyd will brief.
4. Statements are being prepared and will be inserted in the Congressional Record by 5 Congressmen and 5 Senators the day your message arrives on the Hill.
5. The following columnists will receive special in-depth briefings by Connor, Boyd and myself.

Brenton Welling (Business Week)

Lew Britton (Daily Traffic World)

Bob Beddenfield (New York Times)

Bert Schorr (Wall Street Journal)

Murray Harding (Editor, Journal of Commerce)

Peter Weaver (Forbes)

Juan Cameron (Time)

Fred Stauffer (New York Herald Tribune)

Vern Hoagland (AP)

Bill Oldin (Transportation Topics)

SUMMARY OF THE
DOMESTIC HEALTH AND EDUCATION
MESSAGE

This is a multi-package program. The overall indications are favorable with the exception of four items:

- . Reductions in the funds for impacted areas
- . Repeal of Incentive Grants under the Elementary and Secondary Education Act Amendments
- . Conversion of direct student loans to guaranteed loans. (This is now being revised to remove objections)
- . Cut back in the School Milk Programs

1. Elementary and Secondary Education Act Amendments
(Includes construction of schools and libraries)

This will go to the House Education and Labor Committee. It has 31 members (21 Democrats and 10 Republicans). Of this number 18 members were contacted (all Democrats) with the following results:

For	17
Against	1

9 Members oppose reduction in Impacted Area funds
4 Members oppose repeal of Incentive grants

This will go to the Senate Labor and Public Welfare Committee. It has 16 members (11 Democrats and 5 Republicans). Of this number 9 members were contacted (all Democrats) with the following results:

For	6
Against	0
Undecided	3

4 Members oppose reduction in Impacted Area Funds

2. Higher Education (Includes International Education)

This will go to the House Education and Labor Committee. It has 31 members (21 Democrats and 10 Republicans). Of this number, 18 members were contacted (all Democrats) with the following results:

For	17
Against	1

5 Members oppose NDEA Student Loan Conversion (bill is being revised).
2 Members oppose cut in Land Grant College Funds
4 are uncommitted on International Education

This will go to the Senate Labor and Public Welfare Committee. It has 16 members (11 Democrats and 5 Republicans). Of this number 9 members were contacted (all Democrats) with the following results:

For	6
Against	0
Undecided	3

3 Members oppose NDEA Student Loan Conversion (Bill is now being revised).

3. Health (Includes grants to States for Community Health Planning, Hospital Modernization, Training of Allied Health Specialists and International Health)

This will go to the House Interstate and Foreign Commerce Committee. It has 32 members (21 Democrats and 11 Republicans). Of this number 18 were contacted (all Democrats) with the following results:

For	15
Against	0
Undecided	3

1 Member opposes NDEA Loan Conversion (bill is now being revised)

4. Members were undecided on International Health

2 Members were undecided on Health Specialist Training

This will go to the Senate Labor and Public Welfare Committee. It has 16 members (11 Democrats and 5 Republicans). Of this number 7 members were contacted (all Democrats) with the following results:

For	7
Against	0

3 Members opposed the NDEA Loan Conversion (bill is now being revised).

4. Child Nutrition Act

As things now stand, this will go to the House Agriculture Committee. It has 35 members (24 Democrats and 11 Republicans). Of the 35 members, all were contacted with the following results:

For	19
Against	10
Undecided	6

Note: Most members will support the Bill but will work to restore the special milk fund and school lunch fund to last year's figures.

As things now stand, this will go to the Senate Agriculture Committee. It has 15 members (10 Democrats and 5 Republicans.) Of these all have been contacted with the following results:

For	11
Against	2
Undecided	2

Note: Most members will support the Bill but will work to restore the special milk fund and school lunch fund to last year's figures.

There is a possible jurisdictional problem in the House on the Child Nutrition Act. The Education and Labor Committee is interested.

BRIEFING SCHEDULE

1. Briefing of the leadership and appropriate committee members is scheduled for Monday, February 28, 1966 at 5:30 p.m. in the White House Mess. Gardner, Cohen and Cater will brief, so will Freeman.
2. Press Briefing on this message will take place on Tuesday, March 1, 1966 at 10:00 a.m. in the Fish Room. Gardner, Cohen and Cater will brief, so will Freeman.
3. Statements have been prepared and will be inserted in the Congressional Record by 5 Congressmen and 5 Senators the day your message arrives on the Hill.
4. The newsmen and columnists who will receive special in-depth briefings by Gardner, Cater and Cohen are:

Jonathan Spivack (covers HEW for the Wall Street Journal)

Adam Clymer (covers HEW for the Baltimore Sun)

Gerald Grant (education reporter, Washington Post)

Nate Haseltine (health specialist, Washington Post)

John Trohan (medical specialist for Scripps-Howard)

Bill Steif (education reporter for Scripps-Howard)

Bill Grigg (medical reporter for Washington Star)

Harriet Griffiths (education reporter for Washington Star)

Cabell Phillips (covers HEW for the New York Times)

Steve Saler (fulltime HEW reporter for Newsweek)

Geoffrey Gould (education reporter for AP)

Frank Carey (medical writer for AP)



THE SECRETARY OF COMMERCE
WASHINGTON, D.C. 20230

February 23, 1966

EXECUTIVE

SP2-3/1966/TN

FG 400

FG 155

(2)

MEMORANDUM

To : Joe Califano
From : Secretary of Commerce
Subject: Transportation Message

Attached is the latest report on Congressional contacts made in connection with:

1. Department of Transportation.
2. Highway Safety Bill.
3. Presidential appointment of ICC Chairman.

Further contacts are scheduled and will be reported daily.

Henry C. Cantor

Attachments

RECEIVED FEB 23 1966

TOC CONTINUED '65
RECEIVED

2/23/66

TRANSPORTATION MESSAGE

Leadership --

Hale Boggs - New Department - is concerned about possible effects on inland barges, trucking and maritime. Wants to look at the plan very carefully before making a commitment.

Highway Safety - strongly in favor of action, but has reservations about tapping the Trust Fund without further revenue being added.

ICC - Okay.

John Moss - Generally favorable to package.

Mansfield - Unavailable.

Wilbur Mills - New Department - has no problem

ICC - Okay.

Highway Safety - concerned about additional expense to Highway Trust Fund, without additional revenues. States that pending proposal for increased user taxes on truckers will not receive Committee approval. Suggested possibility of reimposition of excise tax on automobile replacement parts. He is against stretch-out in time for completion of Interstate system.

Sen. Pastore - Believes that transportation functions should be grouped within the Department of Commerce rather than in a new Department. He sees transportation as a "means to an end," namely, the support of our economy rather than an end in itself, and on this basis it would be more logical to have transportation functions under leadership of the Secretary of Commerce.

ICC - no problem.

Safety - no commitment.

Rep. Albert - New Department - Okay.

ICC - Okay.

Safety - Okay, but believes that bill will be referred to Interstate and Foreign Commerce Committee rather than Public Works Committee even if financing is through the Trust Fund.

Rep. Mahon - Concerned about new legislative proposals in view of present Vietnam situation and the great deal of legislation passes last year. He makes it clear that there are many scars left from highway beauty fight last year. Suggests "a little bit of non-change," instead of so many new proposals. He believes Congress, and the public, is in no mood for additional legislative programs.

ICC - no problem.

Safety - concern over additional expenditures even from the Trust Fund. Said he will discuss with Wilbur Mills, George Fallon and possibly Harley Stagers.

Sen. Muskie - New Department - favorable, but warns that Senators will be concerned about role of certain existing agencies, such as FAA, after transfer to the new Department.

ICC - Okay.

Safety - concerned about charging costs to Highway Trust Fund. Also concerned about jurisdictional questions and said he would discuss with Mansfield.

Speaker McCormack - New Department - Brought up no particular problems in relation to the new Department.

Safety - Use of Trust Fund for financing will cause difficulties. He said he had no opinion yet on where the bill would be referred, but did say that primary purpose of bill, rather than method of financing, would probably be the controlling factor. This would mean House Interstate.

ICC - no problem.

Sen. Russell Long - Okay on new Department if there is protection from railroads for inland waterways and no change in FAA patent policy. I assured him on both points.

He also expressed opposition to a delay in highway construction and urged repeal of the Byrd "pay-as-you-go" provision on the Highway Trust Fund. This would enable States to go ahead on road construction with reimbursement later. Under those circumstances, he would go along with payment of highway safety from the Trust Fund.

ICC - Okay.

DEPARTMENT OF TRANSPORTATION**Senate Government Operations Committee:**

Chairman McClellan will hold hearings himself and expedite. He questions effect that new relationship between Corps of Engineers and Secretary of Transportation may have on obtaining approval for navigation projects.

Metcalf is in favor of new Department but also raises question about Corps of Engineers. Gruening, Muskie, Ribicoff and Robert Kennedy are in favor. Harris has an "open mind," and Erwin is non-committal.

Of the ten Democrats, seven are in favor; two non-committal and Montoya not contacted.

Javits is in favor of new Department but insists that the President decide now to put urban transit program into the new Department.

Mundt and Curtis non-committal. Simpson not contacted.

Of the four Republicans, one is in favor, with an important reservation; two are non-committal, and one not contacted.

NOTE: Although it is expected the bill will be handled by Senate Government Operations Committee, members of the Senate Commerce Committee will undoubtedly have a considerable measure of influence. Magnuson is okay, but Monroney has serious reservations about transfer of FAA and safety functions of CAB to new Department; Pastore thinks all transportation should be put into the Department of Commerce, but he will not fight new Department.

2/23/66

DEPARTMENT OF TRANSPORTATION

House Government Operations Committee:

Chairman Dawson, Holifield, Jack Brooks, Bob Jones, Moss, Fascell, Monagan, Roush, Moorhead, Gallagher, Rosenthal, Dow and Helstoski are okay, ranging from enthusiastic to favorably inclined. Moorhead concerned about mass transit. Reuss open for "persuasion." Randall is opposed; Fountain leaning against. King of Utah may have to vote against. Wright of Texas has reservations about effect on inland waterways and navigation projects. Hardy probably okay but wants more details and is concerned about merchant marine. Garmatz questions advisability of moving Maritime Administration to a new Department; leans toward a separate Maritime Administration; he is seeking Administration boost for the merchant marine.

Of the 23 Democrats, 13 are in favor; four have reservations; two are opposed; and one is doubtful. (Blatnik, Macdonald and St. Germain not contacted).

Mrs. Dwyer is concerned that new Department would be piecemeal effort like HUD. Suggests advisability of broad study of reorganization similar to Hoover Commission. Expresses "uneasy feeling" that new Department may "end in confusion." Also concerned about role of mass transit.

Ogden Reid is okay. Horton, generally favorable; wants more details. Erlenborn, no immediate reaction.

Of the 11 Republicans, one is favorable, one apparently opposed; one non-committal; others not contacted.

2/23/66

HIGHWAY SAFETY

Senate Public Works:

Randolph concerned about lack of money in Trust Fund. Young of Ohio, Gruening, Inouye and Harris, okay. Muskie concerned about use of Trust Fund and committee jurisdictional questions. Moss, wait and see.

Cooper, non-committal; Murphy, strongly for.

(Magnuson and Cotton on Commerce Committee are against use of Trust Fund for financing.)

House Public Works:

Fallon favors safety program but concerned about using Trust Fund without additional revenue. Bob Jones, Kluczynski, Wright, Gray, Frank Clark, Edmondson, Dorn, Tuten, Rivers of Alaska, McCarthy, Kee, Schmidhauser, Sweeney, Howard and Dyal, okay. Henderson, reservations re grants to States.

Of the 23 Democrats, 15 are in favor; two are doubtful or have reservations, six not contacted.

Cramer in favor of safety program, but concerned about use of Trust Fund. Kunkel, Clausen, Reid of Illinois and McEwen undecided.

NOTE: Carl Albert informs us that bill may go to House Interstate and Foreign Commerce Committee despite financing from Trust Fund.

House Commerce Committee:

Staggers, Friedel, Dingell, Rogers of Fla., Rooney of Pa., Murphy, Ronan, Gilligan and Farnsley, okay. Rogers of Texas and Moss, no opinion. Kornegay and Satterfield, reservations.

2/23/66

PRESIDENTIAL APPOINTMENT OF ICC CHAIRMAN

Senate Government Operations Committee:

Jackson, Muskie and Robert Kennedy okay. Ervin and Harris, no opinion.

Mundt, okay if fixed term; Javits, okay; Curtis, no opinion.

(Senate Commerce Committee: Pastore, Monroney, Hartke, Hart, Brewster, okay; Cotton and Morton, okay.)

House Government Operations Committee:

Holifield, Jack Brooks, Moss, Roush, Moorhead, Gallagher, Rosenthal, and Helstoski, okay. Dow no opinion.

Mrs. Dwyer - no objection as long as regulatory commissions are kept independent.

(House Commerce Committee: Dingell, Kornegay, Pickle, Ronan, Gilligan and Farnsley, okay. Rogers of Texas, Friedel, Rogers of Florida, Rooney of Pa., Murphy of N. Y., and Satterfield, no opinion. Staggers concerned about report to him that a Republican might be named Chairman.)

2/22/66

FOR THE PRESIDENT
FROM Joe Califano

Here is Connor's latest report on Transportation contacts.

*add these up how many?
Total polled? How many for
and how many against -
Prior to 2/22/66*

EXECUTIVE

SP-2-3



THE SECRETARY OF COMMERCE
WASHINGTON, D.C. 20230

February 21, 1966

EXECUTIVE

SP2-3/1966/TN

MEMORANDUM

To : Joe Califano

From : Secretary of Commerce

Subject: Congressional contacts on new Department of
Transportation, Highway Safety and Presidential
Appointment of ICC Chairman

Leadership --

Hale Boggs - New department - is concerned about possible effects on inland barges, trucking and maritime. Wants to look at the plan very carefully before making a commitment.

Highway Safety - strongly in favor of action, but has reservations about tapping the Trust Fund without further revenue being added.

ICC - Okay.

John Moss - Generally favorable to package.

Mansfield - Unavailable.

Wilbur Mills - New department - has no problem.

ICC - Okay

Highway safety - concerned about additional expense to Highway Trust Fund, without additional revenues. States that pending proposal for increased user taxes on truckers will not receive Committee approval. Suggested possibility of reimposition of excise tax on automobile replacement parts. He is against stretch-out in time for completion of Interstate system.

Sen. Pastore - Believes that transportation functions should be grouped within the Department of Commerce rather than in a new Department. He sees transportation as a "means to an end," namely, the support of our economy rather than an end in itself, and on this basis it would be more logical to have transportation functions under leadership of the Secretary of Commerce.

ICC - no problem.

Safety - no commitment.

Rep. Albert - New Department - okay.

ICC - Okay.

Safety - Okay, but believes that bill will be referred to Interstate and Foreign Commerce Committee rather than Public Works Committee even if financing is through the Trust Fund.

Rep. Mahon - Concerned about new legislative proposals in view of present Vietnam situation and the great deal of legislation passed last year. He makes it clear that there are many scars left from highway beauty fight last year. Suggests "a little bit of non-change," instead of so many new proposals. He believes Congress, and the public, is in no mood for additional legislative programs.

ICC - no problem.

Safety - concern over additional expenditures even from the Trust Fund. Said he will discuss with Wilbur Mills, George Fallon and possibly Harley Staggers.

There are no further significant contacts to add to the detailed list transmitted to you late Friday, except for Mrs. Dwyer, ranking Republican on the House Government Operations Committee:

Mrs. Dwyer - concerned that proposed new Department is a piecemeal effort like HUD. Suggests advisability of study of broad reorganization of government, like the Hoover Commission. She expresses an "uneasy feeling" that new Department would "end in confusion." She also inquired about role of mass transit.

ICC - no problem, but must keep regulatory agencies independent.



John T. Connor

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET
WASHINGTON, D.C. 20503

OFFICE OF
THE DIRECTOR

February 26, 1966

MEMORANDUM FOR MR. LARRY LEVINSON
The White House

Subject: Page 18 of draft Transportation Message

As we discussed, the fifth paragraph on this page should be deleted. Clearly, we are not going to a single contract with competitive bidding in the area of Surface Effects Vessel capability or Nuclear Propulsion.

Last line - eliminate the words "and research". The line will therefore read - "continuing studies on the application of nuclear propulsion to merchant marine ships."

I am told that this will make the section consistent with very recent agreements between AEC, Commerce and Mr. Schultze.



Charles J. Zwick
Assistant Director

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

February 19, 1966

MEMORANDUM FOR JOE CALIFANO

FROM: Mike Manatos *M.M.*

Senator Cannon is the last Senator I have been endeavoring to see about the Department of Transportation message. He tells me he does not have an inflexible position but is leaning his against the Department. He feels it would be one more step in enlargening bureaucracy - that we have too much government already. However, he is willing to listen to the pros and cons and would very much like to participate in a briefing at the White House.

By the way, Joe, word seems to have gotten around that the President drops in at the briefings and one of the first questions I am usually asked is "are we going to have a White House briefing?" I would say this is a very popular undertaking.

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

8:00 p. m., Saturday
February 19, 1966

FOR THE PRESIDENT

FROM Joe Califano *jc*

Here is a quick run down of the Department of Transportation, the ICC Chairman and the Highway Safety program. This is in pretty good shape.

Enclosure

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

February 19, 1966

MEMORANDUM FOR

Mr. Califano

Subject: Transportation Message

✓ Aircraft Noise. The inclusion of this section is a most appropriate way to deal with the problem. However, in view of the problem of law suits, the word distress on page 2, line 3, should be changed to concern or disturbance.

✓ National Transportation Safety Board. Page 7. It is not clear what it will do or how it will relate to the activities detailed on pp. 10-17. If it is to look over the Secretary's shoulder and review his activities, I suggest the addition of a review of the adequacy of research and development programs.

✓ Safety. Page 10. Why not mention that two million people were injured in 1965. This is more appalling than the deaths. There is also enormous property damage, exceeding \$3 billion in 1965. Page 12. Not 'funds for drivers licenses."

✓ Page 14. Third, etc. Add, "and university centers for research and analysis should be established on a regional basis." Otherwise the people with fellowship grants will have no place to go. We badly need centers where a body of thought, analysis and research will continue and from which a new generation of leaders in safety problems will emerge.

Note: Key items on research and development, p. 17, are covered over on my copy *so I haven't read them*

Don

Donald F. Hornig
Special Assistant to the President
for Science and Technology

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

February 21, 1966

MEMORANDUM FOR

Joseph Califano

SUBJECT: Highway Safety Legislation

Section 207(4)(b), "Motor Vehicle Safety Standards," is unnecessarily susceptible to criticism in its present form because it prohibits states from establishing standards more stringent than Federal standards. While it is true that the Federal standards must prevail when state standards conflict with Federal standards, we should be wary of legislation which appears to promise manufacturers a "safe haven" behind permissive Federal standards.

This section is likely to attract considerable attention and debate because states, noticeably New York and California, have led the drive for standards (seat belts and exhaust emissions). In my opinion, states should be permitted to establish superior standards whenever they feel such action is appropriate and necessary as long as these standards do not make impossible adherence to existing Federal standards. I think the states, from practical necessity, can be depended on not to write laws which would make the sale of automobiles impossible. After all, that has been the situation up until now.

Section 207(4)(b) might be rewritten along the following lines:

Sec. 207(4)(b) A Federal motor safety standard issued by order pursuant to subsection(a) of this section shall become effective on a date specified by the Secretary in said order which shall be no sooner than 180 days, nor later than two years, from the date on which the standard is issued. No State or local government law, regulation or ordinance shall establish a motor vehicle safety standard for motor vehicles or motor vehicle equipment in interstate commerce which would conflict with or otherwise impede compliance with a Federal motor vehicle safety standard issued in conformance with the provisions of this title, and any such law, regulation or ordinance purporting to establish such a standard and providing punishment for an act of non-compliance therewith shall be null, void, and of no effect. However, nothing herein shall be construed to prevent a state or local government or the Federal Government from establishing a standard which is more stringent than and compatible with a Federal motor vehicle safety standard.

Finally, I suggest that the adequacy of FY 67 funding for the safety program be reexamined. It would appear desirable to make a vigorous effort soon along the lines described in sections 402 and 403. This will be impossible unless an authorization is requested fro FY 67 funds.

A handwritten signature in dark ink, appearing to read 'Don', is positioned above the typed name.

Donald F. Hornig
Special Assistant to the President
for Science and Technology

THE WHITE HOUSE

WASHINGTON

9:05 pm. Tuesday
March 1, 1966

FOR THE PRESIDENT

FROM Joe Califano

*Call the Board every day
Call Speaker & ask him to
to contact him -*

Attached are the final signature copies of the Transportation Message which is scheduled for transmission to Congress tomorrow morning. You approved this message on February 14. The changes made since then reflect the benefit of our contacts on the Hill and some technical matters for complete accuracy. Jack Valenti has edited and approved.

To sum up our efforts thus far:

1. Congressional Briefing -- Connor, Boyd, Schultze, and I briefed about 35 Congressmen this evening in the White House Mess.
2. Government Officials Briefing -- at 9:00 am. tomorrow in the Indian Treaty Room. Connor, Boyd, Schultze and I will brief about 100 Government officials in those agencies affected by the Transportation Department bill.
3. Press Briefing -- Connor, Boyd, Schultze and I will brief the press tomorrow at 10:00 am. in the Fish Room. Bozo McKee, Bob Weaver, Jim Reynolds, Joe Barr, ICC Chairman Bush, Coast Guard Commandant Shields and General Cassidy will be available to answer questions. Connor, Boyd and I will subsequently give "in depth" briefings to about 10 correspondents who specialize in transportation.
4. Industry Briefing -- at noon tomorrow in the Indian Treaty Room Connor, Boyd, Schultze and I will brief about 150 representatives from industry (airlines, truckers, shippers, railroads, safety people, users and various other transportation groups). The other government officials listed in 3 will be available to answer questions.
5. Leadership Meeting -- Larry O'Brien and I met with the Speaker yesterday. Manatos spoke to the Majority Leader. The Committee jurisdictional matters are all resolved.

area to Mrs. Valenti

6. TV Clip -- Sparks has prepared, and Valenti has edited, a short TV statement. This will be placed in your night reading.

7. Introduction of Legislation -- the Department of Transportation bill will be introduced by Magnuson in the Senate and Dawson in the House. The Highway Safety Bill will be introduced by Magnuson in the Senate. Carl Albert will work out the final details in the House (probably Staggers).

8. Congressional Statements -- 14 statements have been given to the leadership for use tomorrow in support of the legislation -- 7 for the Senate and 7 for the House.

9. Congressional Contacts -- a detailed, up-to-date breakdown of the Congressional contacts is attached. Larry O'Brien certifies that these contacts are satisfactory.

CONGRESSIONAL CONTACTS

SUMMARY OF THE TRANSPORTATION MESSAGE

The Message has three basic parts:

1. Department of Transportation
2. Presidential Appointment of ICC Chairman
3. Highway Safety

A. The Department of Transportation

1. The Senate Committee having jurisdiction is the Government Operations Committee. It is composed of 10 Democrats and 4 Republicans. All have been contacted with the following results:

For	8
Against	0
Undecided or Doubtful	6

2. The House Committee having jurisdiction is the Government Operations Committee. It is composed of 23 Democrats and 11 Republicans. Of this total of 34, 32 contacts (22 Democrats and 10 Republicans) have been made with the following results:

For	17
Against	1
Undecided or Doubtful	14

Not contacted:

Torbert Macdonald (Massachusetts) - Did not respond to calls for 10 days, including a call today from Secretary Connor.

Robert Griffin (Michigan) - Has been out of town.

B. Presidential Appointment of ICC Chairman

1. The Senate Committee having jurisdiction is the Government Operations Committee. It is composed of 10 Democrats and 4

Republicans. All have been contacted with the following results:

For	9
Against	0
Undecided or Doubtful	5

2. The House Committee having jurisdiction is the Government Operations Committee. It is composed of 23 Democrats and 11 Republicans. Of this total of 34, 31 contacts (21 Democrats and 10 Republicans) have been made with the following results:

For	18
Against	1
Undecided or Doubtful	12

Not contacted:

Same as A, 1 above plus Robert E. Jones (Alabama) who was not contacted on ICC.

C. Highway Safety

1. The Senate Committee having jurisdiction is the Commerce Committee which is composed of 12 Democrats and 6 Republicans. Of this total of 18, 16 contacts (10 Democrats and all Republicans) have been made with the following results:

For	10
Against	0
Undecided or Doubtful	4

Not contacted:

Frank J. Lausche (Ohio) In Hospital.
Daniel Brewster (Maryland) In Geneva

2. The House Committee having jurisdiction is the Interstate and Foreign Commerce Committee, which is composed of 21 Democrats and 11 Republicans. Of this total of 32, 28 contacts (18 Democrats and 10 Republicans) have been made with the following results:

For	16
Against	2
Undecided or Doubtful	10

Not contacted:

John Jarman (Oklahoma) - In Hospital
Torbert Macdonald (Massachusetts) - See above
John Bell Williams (Mississippi) - Has been in the state
Albert Watson (South Carolina) - Traveling, cannot contact

NOTE: Key members were against financing the program out of the Trust Fund. However, as a result of our contacts, the financing arrangements were revised. This change will bring many of the "againsts" or "doubtfuls" into the "for" column.

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

March 1, 1966

MEMORANDUM FOR JOE CALIFANO

Subject: Transportation Message

1. Congressional Briefing:

8 Senators and 24 Representatives have accepted our invitation to attend the briefing this evening in the White House Mess.

2. Congressional Statements:

10 statements have been given to the leadership for use tomorrow in support of the legislation; 5 for the Senate and 5 for the House.

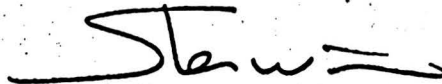
3. Introduction of Legislation:

The Department of Transportation will be introduced by Magnuson in the Senate and Dawson, or whomever he designates, in the House.

The Highway Safety legislation will be introduced by Magnuson in the Senate and Carl Albert has taken on the responsibility of selecting the proper person in the House. He informs us this will be a leadership decision but will probably be Staggers.

4. Congressional Contacts:

A detailed, up-to-date breakdown of the congressional contacts made is attached, together with backup data which I believe is in order in view of the President's questions on the previous report.



Sherwin J. Markman



THE SECRETARY OF COMMERCE
WASHINGTON 25, D.C.

March 1, 1966

MEMORANDUM FOR THE PRESIDENT

FROM: The Secretary of Commerce

Attached is a report on Congressional contacts made in connection with your forthcoming Message on Transportation, involving specifically:

1. The proposed new Department of Transportation Bill.
2. The Highway Safety Bill.
3. The Reorganization Plan for Presidential Appointment of the Chairman of the Interstate Commerce Commission.

The four principal committees are expected to be:

1. House and Senate Government Operations for the Department of Transportation Bill and ICC Reorganization Plan.
2. House and Senate Commerce Committees on Highway Safety Bill (assuming references to the substantive committees).

The views of members of other Committees are also important in many instances, and we have contacted a wide variety of them. Note particularly Senator Monroney's apparent opposition to the new Department because of his concern over the role of the Federal Aviation Agency, and Senator McNamara's opposition for several reasons including the role of the St. Lawrence Seaway.

Also attached are comments I received from selected House and Senate leaders.

2.

In all cases, the comments are based on verbal explanations of the legislation to be proposed. We have tried to explore all potentially controversial features, but the comments reported here are obviously subject to change when the Members see the actual bills.

John T. Connor

Attachments

March 1, 1966

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Albert Watson (South Carolina) - Travelling, cannot contact

NOTE: Key Senators are against financing the program out of the Trust Fund

NOTE: The individual reports of reactions from all Senators and Representatives covered by this summary are attached as a backup.