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4PM - Meeting with
Secretary Coleman

Wednesday, April 2, 1975

DOMESTIC COUNCIL CLEARANCE SHEET

DATE: April 1, 1975

JMC action required by: COB
4/1

TO: JIM CANNON

VIA: DICK DUNHAM

JIM CAVANAUGH

FROM: MIKE DUVAL

SUBJECT: Vice President's meeting w/ Coleman

COMMENTS:

DATE: _____

RETURN TO: MIKE DUVAL

Material has been:

- ☐ Signed and forwarded
- ☐ Changed and signed (copy attached)
- ☐ Returned per our conversation
- ☐ Noted
- ☐



Jim Cannon

EXECUTIVE CORRESPONDENCE

Handwritten initials or signature



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EXECUTIVE CORRESPONDENCE

THE WHITE HOUSE

WASHINGTON

April 1, 1975

MEMORANDUM FOR

THE VICE PRESIDENT

FROM:

JIM CANNON *J. Cannon*

SUBJECT:

MEETING WITH SECRETARY COLEMAN

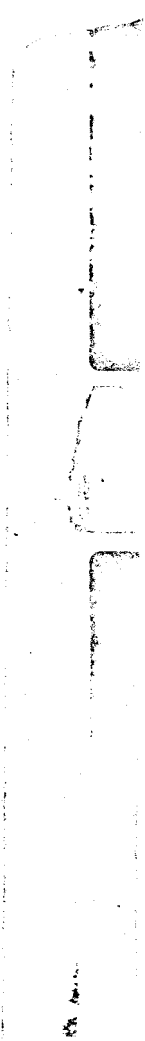
Tab A - Suggested Talking Points

Tab B - Biography



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Tab A



- DOT Regulatory and Administrative Philosophy. The Department exercises tremendous power over State and sub-State governments, as well as the private sector.

Many of DOT's regulations impose tremendous costs on consumers and can have a major impact on the profitability of businesses.

The President has attempted to do something about this problem on a government-wide basis by requiring an Inflation Impact Statement to be prepared before any Federal regulation is issued.

EXAMPLE: DOT issued truck anti-skid brake regulations on January 1 (before Coleman) which results in increasing the cost of trucks and trailers 5-7%. This is currently being reviewed by the Council on Wage and Price Stability and DOT. The regulation was issued without a meaningful Inflation Impact Statement and provides an excellent example of a very inflationary Federal regulation, which is also having serious anti-competitive impact on the industry.

Another area in which your Department directly affects the lives of countless people concerns decisions which you are required by statute to make, concerning whether to go forward with various public works projects. This ranges from approval of highways and bridge replacements to the building of airports and transit systems.

I believe (along with the President) that we need to strike a far better balance between various national objectives, including developing energy facilities and other job-producing activities, versus our desire to protect the environment. Although many of the environmental laws which passed in the early 70's contain goals and objectives which I strongly endorse, I think the deck has become stacked against the forces for progress and development. It is far easier to stop a project than to build it.

- Bankruptcies. One of the major problems that your Department faces is the bankruptcy and pending bankruptcy of several major transportation companies. We got into this question concerning the railroads at our meeting yesterday, but several airlines (Pan Am and TWA), as well as possibly several transit companies, are facing serious financial difficulty.

The saga of the Penn Central bankruptcy is an excellent example of what happens when government neglect and over-regulation forces a major industry into the red. There is no doubt that the Federal taxpayer is going to end up paying a heavy price.

I am hopeful that we will learn by our mistakes with the railroads and not over-regulate automobiles, trucks, airlines and other industries, thus creating great inefficiencies and the resulting burden on consumers and taxpayers.

- Legislation. The President transmitted the aviation legislation, which you worked on, to Congress last month. I think it provides an excellent basis for restructuring the Airport and Airway Development program.

The Highway Bill is also nearly ready for submission. Many of the governors have supported our proposal of allowing the States to pick up one cent of the gas tax. The key issue concerning this legislation, obviously, will be the proposal to extend the Highway Trust Fund only for the Interstate System. This will be very controversial, and I would appreciate hearing your thoughts on how this will be received on the Hill.

Concerning mass transit, I know that there will be pressure for new legislation, especially in light of the energy problem. The President worked very hard during the closing days of the 93rd Congress for passage of the National Mass Transportation Assistance Act. This Act will provide \$11.8 billion over the next six years for mass transit and this represents almost a 70% increase in transit funds in FY '76 compared to the preceeding year. I do not believe we need more transit funds but, rather, that Act must be administered vigorously, but carefully, by your Department. We must not get into another situation like the Washington Metro System, which results in massive overruns and a commitment of more taxpayer dollars to one city than we can possibly afford nationwide.

EXAMPLE: Metro was originally expected to cost \$2.3 billion and the current estimate is \$4.5 billion to complete the entire system.

Tab B



Office of the White House Press Secretary

THE WHITE HOUSE

The President today announced his intention to nominate William T. Coleman of Philadelphia, Pennsylvania, to be Secretary of Transportation. He will succeed Claude S. Brinegar who has resigned effective February 1, 1975.

Since 1952, Mr. Coleman has been with the law firm of Dilworth, Paxson, Kalish, Kohn and Dilks of Philadelphia. He was elected a partner in 1956. From 1949 to 1952 he was with the firm of Paul, Weiss, Rifkind, Wharton and Garrison of New York City.

Mr. Coleman was born on July 7, 1920, in Philadelphia, Pennsylvania. He received his A. B. degree summa cum laude in 1941 from the University of Pennsylvania and his LL. B. degree magna cum laude from the Harvard University School of Law in 1946. He was a Langdell Fellow at Harvard Law School from 1946 to 1947. He then served as a law clerk to Supreme Court Justice Felix Frankfurter from 1948 to 1949.

Mr. Coleman is married to the former Lovida Hardin and they have three children. They reside in Philadelphia, Pennsylvania.

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THE WHITE HOUSE

WASHINGTON

April 1, 1975

MEMORANDUM FOR

THE VICE PRESIDENT

FROM:

JIM CANNON *JC*

SUBJECT:

MEETING WITH SECRETARY COLEMAN

Tab A - Suggested Talking Points

Tab B - Biography

*Bureau - Not used + misspelled
attempts
all 8 Bureau power - corner
for our conclusions*

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Tab B

JANUARY 14, 1975

Office of the White House Press Secretary

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ACTION

THE WHITE HOUSE

WASHINGTON

April 2, 1975

MEMORANDUM FOR THE PRESIDENT
FROM: JIM CANNON
SUBJECT: Buchenwald Holocaust

Senator Javits has personally requested that you issue a proclamation to commemorate the 30th anniversary of the liberation of the survivors of Buchenwald concentration camp.

Background

S.J. Res. 56, which Senator Javits introduced, passed the Senate but did not clear the House prior to recess. Indications are that it will be passed April 8. Additionally, the Senate unanimously passed S. Res. 123 which also requests that the President issue an appropriate proclamation. Based on either resolution, the Senator requests issuance of a proclamation which may be read at a ceremony in New York on April 6th commemorating this occasion.

Discussion

OMB strongly recommends that the policy of only issuing proclamations which have passed both Houses be adhered to. Otherwise, it would be difficult to decline similar requests in the future and would hamper the effort to maintain the value of Presidential proclamations.

As an alternative, OMB recommends issuance of a Presidential statement. A similar approach has been used recently for Energy Conservation Month.

Jack Marsh, Bob Hartmann (Calkins), Max Friedersdorf, Phil Buchen (Lazarus), Bill Baroody (Marrs) and NSC concur in OMB's recommendation that you issue the attached statement which has been cleared by Paul Theis.

Additionally, Jack Marsh advises that Bill Kendall has talked with Javits' office and was informed that they would be very pleased to have a statement in lieu of a proclamation.

RECOMMENDATION

That you approve the message at Tab A.

Approve _____

Disapprove _____