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November 13, 1974

SUBJECT: MAYORS MEETING AT WHITE HOUSE
ON TRANSPORTATION LEGISLATION
THURSDAY, NOVEMBER 14

For Your Information

Claude Brinegar, Secretary of Transportation, Frank Herringer, Administrator of the Urban Mass Transportation Administration, and Mr. Ken Cole, the Director of the Domestic Council, will meet with a group of the nation's mayors tomorrow morning at 10 o'clock in the White House. The purpose of the meeting is to discuss the mass transit legislation now pending before Congress.

Following that meeting, at approximately 11 o'clock, it is expected that Secretary Brinegar and several of the mayors will be out here in the briefing room to summarize the meeting and take your questions.

How many mayors do you expect to attend, and can we have the names of those who will be here?

GUIDANCE: I would expect around 15 or so mayors to attend, and once that list is finalized, we will post it for you.

JGC

October 4, 1974

SUBJECT:

MASS TRANSIT

Talking Points

In talking with the President this morning, he expressed to me his pleasure at the action taken by the House-Senate Conferees on the mass transit bill. As you recall, the President met with the mayors on Tuesday, and called Senator Williams yesterday to express his support and guidelines for a six-year \$11 billion comprehensive mass transit bill.

Though we have not had a chance to review the conference report in its entirety, and based only on oral reports, it appears that this bill is very close to the guidelines set forth by President Ford and if this holds true after a thorough analysis, the President said this morning that he would strongly support the bill and be very happy to sign it into law.

This bill calls for \$11.8 billion over six years. Didn't the President say that \$11 billion was the maximum limit for this bill?

GUIDANCE: The President said in his September 9th speech in Pittsburgh, that the House-passed Federal Mass Transit Act of 1974 was an absolute upper dollar limit. The House-passed bill called for \$11.5 billion. (Original bill called for \$20 billion.)

What are some of the guidelines set forth by the President?

GUIDANCE: The President has said that he wanted a long-term comprehensive transit bill whereby local and state officials would have the option of using a limited amount of these funds on a formula-allocated basis for operating costs. As you know, the President opposed a short-term stopgap effort which would only provide a temporary solution to a much longer term problem.

JGC

October 3, 1974

SUBJECT:

UPDATE ON MASS TRANSIT BILL

What's the Administration's response to the action taken by the Senate Committee on the mass transit bill?

GUIDANCE: It appears to be directly in line with the guidelines that he conveyed to the mayors yesterday and to Senator Williams in his telephone call ~~this~~ morning.

Based on oral reports, it appears this bill is very close to the Administration proposal and if a thorough analysis of the final bill proves this, the President would strongly support it and be happy to sign it into law.

Guidelines set forth by the President:

\$11 billion six year bill with local and state officials having the options on using a limited amount of the formula-allocated funds for operating costs.

Didn't the President say that \$11 billion was the maximum limit for this bill?

GUIDANCE: The President, in his September 9th speech in Pittsburgh, said that the House-passed Federal Mass Transit Act of 1974, was an absolute upper dollar limit. The House-passed bill called for \$11.5 billion.

JGC

October 3, 1974

SUBJECT: MASS TRANSIT

Talking Points

For your information, the President spoke by telephone this morning to Senator Harrison Williams concerning the mass transit legislation now pending in the Congress.

The President reiterated his opposition to a short-term transit bill and his support for a six-year bill similar to that proposed by the Administration earlier this year.

~~The President asked Senator Williams to consider an \$11 billion, six-year bill, with a portion of the funds to go out by formula. Local and state officials should have the option of using a limited amount of the formula-allocated funds for operating costs. The balance of the funds would be administered by the Department of Transportation for capital transit projects.~~

~~Senator Williams said that he would discuss this with the Conference.~~

GUIDANCE: The Conferees, headed by Senator Williams, are meeting to consider the Williams-Minish bill, S.386. This originally was a two-year operating subsidy categorical grant bill. (Slop)

If the Conferees adopt the President's suggestion, they will in essence use this Conference as a vehicle to pass a long-term bill very close to the Administration's original proposal.

In light of the President's conversation with Senator Williams, there does not appear to be a need at this time for a meeting with the President, the Mayors, and the Senators on mass transit.

Refer technical questions to DOT (Brinegar)

JGC

October 2, 1974

SUBJECT:

PRESIDENT'S MEETING WITH MAYORS
AND OTHERS ON MASS TRANSIT

— 5:40

The President met yesterday, beginning at 4:30 p.m., ~~for over an hour~~ with thirty-one people on the issue of mass transit operating costs. The principle spokesmen for the group were: Mayor Alioto, Mayor Beame, Mayor Daley, and Henry Ford II. Others in the group included Mayors, business and labor leaders.

Secretary Claude S. Brinegar and the Administrator of the Urban Mass Transportation Administration, Frank Herringer, were also present.

The Mayors urged the President to support a stop-gap, two-year mass transit bill known as the Williams-Minish Bill (S.386). The Mayors reported that leaders in Congress had told them that there was virtually no chance of the long-term, comprehensive transit bill being passed this year. Accordingly, the Mayors felt that they had to have the short-term bill in order to help defray their operating losses.

The President strongly reaffirmed his support for some limited form of federal operating assistance for mass transit. He pointed out that the Administration had proposed this in legislation submitted to the Congress on February 13, 1974. The President, in his Message to Congress on September 13, reaffirmed the Administration's support for this six-year comprehensive transit bill and urged the Congress to move on it quickly. The President pointed out that the House had acted on a six-year bill, that he could accept the dollar levels of that bill (\$11 billion over six years) and that the Senate had a companion bill which was introduced in June.

The President refused to accept claims by some leaders in the Senate that the Congress could not complete work on the six-year bill this year. The President said that the legislation could be passed this session and that he would personally meet with Senate leaders, along with a delegation of Mayors, and take this matter up on a face-to-face basis. The President recommitted himself to strongly support the six-year transit bill and stated that with proper changes in the Senate bill, that it would be possible for a House-Senate Conference Committee to work out a compromise six-year bill acceptable to the Administration.

What is the President's main opposition to the Williams-Minish bill?

GUIDANCE: The Williams-Minish bill is a stopgap effort to provide a temporary solution to a much longer term problem. Furthermore, such a short term bill would diminish the chances for the long term comprehensive legislation which the nation needs so badly.

JGC

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JGC

ANNOUNCE

As we have announced, at 4:30 this
afternoon the President will meet
with New York mayor Abe Beame and
a group of mayors and business
leaders. (PICK UP CARLSON Q&A)

October 1, 1974

SUBJECT:

MAYORS MEETING WITH PRESIDENT
ON MASS TRANSIT

What is the purpose of the Mayors meeting with the President?

GUIDANCE: The President is meeting at Mayor Beame's request with a delegation of Mayors and others (industry and labor leaders) to discuss pending mass transit legislation. It is my understanding there will be about 31 people in the meeting (including Mayors Alioto, Beame, Daley, Henry Ford, etc.).

The Mayors and others are pushing for the President's support for the Williams-Minish (S.386) bill, which would provide two years of operating subsidies for mass transit. What's the President's position on this bill?

GUIDANCE: The President continues to support limited use of Federal funds for operating subsidies, but only as a part of a larger comprehensive transit program, such as a six year bill already passed by the House. We believe that enactment of the long-term bill would be much more beneficial, and that S.386 would not provide substantial relief nor enable cities to cope with their long-term transit problems.

Isn't it illogical to think that the long-term bill can pass this year?

GUIDANCE: The House has already passed the bill and the legislation is now pending in the Senate. We feel that Congress can pass the long-term, much more flexible broad bill this session.

Will the Mayors or Secretary Brinegar be available after their meeting with the President?

GUIDANCE: We don't plan any briefing since it will be probably after 5 o'clock, but if you want to talk with them out on the lawn, I think we could arrange that.

Who will be at that meeting?

GUIDANCE: We will post a list of the attendees later this afternoon.

10/1/74

September 26, 1974

SUBJECT: ADMINISTRATION OPPOSED TO
FEDERAL SUBSIDIES FOR URBAN
MASS TRANSIT OPERATIONS

A group of mayors, governors, labor leaders, and mass transit lobbyists are pushing for mass transit subsidies. Senator Williams has pushed a new compromise "Emergency" bill, which would provide \$600 million of mass transit aid over two years. Frank Herringer, the Urban Mass Transportation Administrator yesterday testified that the Administration would rather wait for a more comprehensive bill next year. Herringer repeated President Ford's assertion that operating subsidies for mass transit will be approved only as part of the comprehensive multi-year Federal financing plan.

Why does the Administration oppose the compromise "Emergency" mass transit legislation sponsored by Senator Williams?

GUIDANCE: The House has already passed an \$11 billion six year mass transit bill, which we feel is a much broader, long term bill providing more flexibility and continuity far beyond that provided in the narrow limited program such as the Williams Minish bill. The House passed bill is similar to UTAP submitted by the Administration last year.

Though the budget called for a \$9.3 billion mass transit program, President Ford, in his remarks to the Sixth International Conference on Urban Transportation in Pittsburgh on September 9th, stated that the \$11 billion figure in the Federal Mass Transit Act of 1974, spread over six years, was an absolute upper dollar limit that he would accept. Though there are some problems with program structure in the House bill and its treatment of Federal operating assistance for public transit, the President also stated in Pittsburgh that he felt these problems could be corrected in a House and Senate Conference.

(More)

Does the Administration still oppose the operating subsidies for mass transit?

GUIDANCE: The Administration is against operating subsidies only if they require the Federal government to make the decisions on how local officials should run their transit systems. We believe the bulk of the mass transit funds should be used for capital investment, with a limited amount of funds used for operating purposes.

Isn't it illogical to expect the Senate to pass a more complex mass transit bill this session?

GUIDANCE: We believe that once the Senate decides not to continue debate on the emergency short term mass transit subsidy, they will act on the longer term mass transit act already passed by the House. If it cannot be passed in this session, we would hope this will be one of their first priorities next year.

Isn't the President going to meet with a group of mayors next Tuesday to discuss the mass transit legislation?

GUIDANCE: Mayor Alioto, the President of the Conference of Mayors, has requested a meeting with the President next Tuesday, and we are in the process of completing details for that meeting.

FYI: The meeting has not yet been confirmed. END FYI .

August 26, 1975

SUBJECT:

TRANSPORTATION REFORM

In the President's White House Conference yesterday in Milwaukee, he commented that he will be sending legislation to the Hill in the next two to three weeks to reform the trucking industry.

When will this legislation be sent, and what will the legislation consist of?

GUIDANCE: An Administration task force is in the final stages of drafting legislation to make major changes in the regulation of the trucking industry.

The chief provisions are (a) pricing flexibility analagous to that proposed in the rail bill; (b) liberalized entry provisions for certificate applicants; (c) modification of route and commodity restrictions; (d) elimination of certain antitrust immunities currently enjoyed by rate bureaus.

We hope to submit this legislation to Congress in the next two to three weeks.

JGC

March 6, 1975

SUBJECT:

55 MILE PER HOUR SPEED LIMIT

Does the President agree with the Democrats that the 55 mile per hour speed limit should be strictly enforced by the Federal Government?

GUIDANCE: I might just point out that on January 4, 1975, the President signed S.3934, the Federal Aid Highway Amendments of 1974. That bill made permanent the temporary 55 mile per hour national speed limit, and also contained authority for the Secretary of Transportation to require each state Governor to certify that his state is enforcing the 55 mile per hour speed limit. If this certification cannot be made, then Federal Highway Funds will be withheld.

The President has instructed the Department of Transportation to vigorously impliment this provision. Therefore, the Department of Transportation today is publishing regulations in the Federal Register to impliment this law establishing the 55 mile per hour national speed limit. The regulations require that the Governors annually certify that their states are enforcing the speed limits. States failing to exercise effective enforcement face a loss of Federal Funds through withholding of Highway Projects by the Secretary of Transportation.

I might also point out that there is evidence to date that not only does the 55 mile per hour speed limit save a great deal of energy, but a great number of lives have been saved as well.

Energy Program and Mass Transit

Question:

Obviously, mass transit is a key ingredient in any energy conservation program. Why didn't the President address this problem in his energy plan?

Answer:

The President's energy program very definitely does recognize the critical role of public transportation, especially mass transit within our cities.

First, if Congress enacts the President's energy tax and fee proposals there will be immediately created a special rebate which will help offset increased transit costs. This comes from the \$2 billion which has been earmarked to be returned to state and local governments to offset their increased fuel costs. These funds will be distributed under the general revenue sharing formula. Increased costs incurred by the state and local governments because of bus operations and other forms of transit would be eligible to for these funds.

Secondly, the President will rely heavily on the ^{Transit} bill he strongly supported during the "Lame Duck" session of the 93rd Congress and which he signed into law last month. This provides \$11.8 billion over a six-year period for mass transit. For the first time this bill will permit federal funds to be used, on a limited basis, for operating expenses incurred by mass transit systems. Furthermore, this is the largest federal commitment in history to mass transit.

Under this new program the federal government will increase its funding level to over \$1.5 billion*over the next fiscal year. In addition to this the states and cities can use a portion of their highway funds for mass transit projects. The President expects that federal funding for transit over the next year will be 100% greater than it was two years ago and this is a ten fold increase over 1970.

* Exact amount \$1.7 billion -- to be released in budget.

M. Duval
1/22/75