

MARK ANDREWS and
CHIP HARDIN AND GRACE GRONIGEN

December 1-3, 1982

102
MA is national
legislator

I stopped by to see whether the transportation bill was coming up or not this week. We talked about the progress of the bill, the OMB "hold" prior to election, the veto override of supplemental, etc.

I'll stop here and switch to floor action on 12/1/82 on the Transp.

Bill.

On 102" vote on point of order, then motion of germaneness - MA talks to Leahy, Moynihan, Long, Jackson (thumbs up, as "vote aye" only) Nunn, Heinz, Byrd, Gorton, D'Amato, Melcher, Ford (thumbs up) Chiles, Dole, Stafford, Matsunaga, Hatfield (thumbs up) Stennis, Abner, Humphrey, Packwood, Baucus, Quayle, Rudman, Armstrong, Bentsen, Rudman, Exon, Stevens, Simpson, Garn, McClure, Hawkins, Murkowski, Nickles, Heflin, Specter, Boschwitz (he runs in and MA says 'Vote aye') 67-27. Sect 321 is germane.

Then Eagleton presents an amendment to Sect. 321 "now on the merits." He's quite an orator - "big berthas," behemoths "hand big trucks on a silver platter free of charge," "highway robbery."

Dole steps in and says if we give truckers 102" now, they won't give anything on the tax in gas bill negotiations - it's "the cart before the horse," truckers are getting it both ways." He thinks that to pass the 102" now will foul up the markup on the gas tax. (Sounds very reasonable.)

Johnston steps in with an amend to study windshear that MA accepts

Schmitt vs. MA

Stafford says it invades his committee's jurisdiction.

MA calls it a consumer amendment, wants Dole "who travels across the country because he is a national legislator." to stop at truckstops to see

OK - here's
the Range
Comment
Source I
think.

what problems truckers have - could save 3.5B for consumers in food and forest home products. Consumers pay through the nose. need to "update", "make savings" - "relief to the general public." Not one pound increase in weight involved in this bill.

Schmitt is distinguished engineer-astronaut. I'm a country guy. But I know that when you load a truck with proper weight, it rides more smoothly than an empty truck.

They argue about weight.

MA no sense having trucks go down the highways when badly loaded... amendment is "long overdue" and will help whole string of industries. "people back home are getting darned sick and tired of us looking at ourselves, beating our breasts and not doing anything."

Eagleton closes by using Dole argument, that Senate defer action.

Calls MA "one of the more skillful debaters in the Senate." His ~~peroration~~ is strong and funny. "If it quacks like a truck, etc. etc. it's a truck."

So the vote comes 4:00 on the Eagleton amendment to strike the section. MA talks to ^{R/Y} Helms, ^{D/N} Pryor, ^{D/Y} Cannon, ^{R/Y} Weicker (special plea). He votes no!! ^{D/Y} Dodd, Weicker and Andrews go over and look at book in the ~~formula~~ and Dodd votes no.) [?] Zorinsky looks at book with Chip, and he votes no, (Moynihan votes yes amid great hilarity with Eagleton), MA talks to ^{* D/Y} Riegle and ^X Rudman, ^{R/Y} Kasten, ^{R/Y} Cochran, (Andrews and Schmitt go one on one with ^{R/Y} Kassebaum. She votes no). MA talks to ^Y Hatfield and ^{R/Y} Symms, ^{* D/Y} Huddleston, ^Y Ford, ^Y Melcher, ^{X D/Y} Levin, ^{D/N} Proxmire, ^{2 contracts with this} Rudman, ^Y Hawkins, ^Y Jackson, ^{R/Y} Jepsen, ^Y McClure, ^{D/N} DeConcini, ^Y Gorton, ^Y Stevens, ^Y Exon, ^{D/Y} Glenn, ^Y Baucus. 31-62 amendment defeated. Eagleton walks up to Mark and shakes his fist and laughs and says "Bang Bong" or something like his bell was rung.

MA introduces amendment to help Oregon - re bridges over Columbia River.

Chiles has amend. re air route.

Dixon has RR in Ill he wants to help. Mark says he'll talk out for problems in conference. Dixon withdraws it. Says he's sure Yates will remind him, so Dixon is "adequately protected." "old friend of mine."
- MA asks that an amendment by Tanner and a colloquy appear here.

Then they have 3rd reading. MA votes aye, Jackson moves to reconsider, MA.

I bumped into Mark after the vote. "They all came around nicely, didn't they." That's all he said.

He had just come back from the Appropriations Committee. "I went over to the Appropriations Committee and got some money for Trio, the group we talked to min Mandan. I talked to Mark Hatfield, and he said he'd look very favorably on it. He had all the proxies in his pocket. So I wasn't going to force anything to a vote. But I think we'll get some money for Trio, They were such a nice group."

I went around to see Grace the next day, 12/3/82 to talk about yesterday's Transp. Approp. Bill.

"The St. Lawrence Seaway debt provision and the 102" truck width were the Andrew's innovations in the bill... Senator Domenici was going to raise a point of order on the St. Lawrence Seaway provision, as legislation on an appropriations bill. Both his staffs advised him to do it, but the Great Lakes Senators all called him and asked him not to do it. He didn't. // On the truck width, the national grocers association got together, divided up the Senate and made their calls. The forest products people did the same. We turned the vote around from 47-45 against, to 62-31, so someone

must have been working. Andrews was the one who got the grocers in and told them to go to work. Chip helped too. In a case like this, with a national sweep, Andrews prefers to let others do it. He doesn't like to go one on one with other Senators unless it's for North Dakota. He once told me that you don't get any points in North Dakota for being a national Senator. If it's for North Dakota, he'll go one on one. And make no mistake about it. North Dakota is in the front of his mind all the time."

We talked about his legislative style. "He likes to work quietly in the committee and settle things there. He believes that you get your work done in Committee, not on the floor. He doesn't like to bring questions to the floor."

"He doesn't speak out a lot on the floor. He doesn't see himself as a national legislator. But he's independent. And when he speaks people think of him as a straight shooter, one who does not distort the facts. If they ask him to speak, he will be helpful. He's actually very good on the floor. On the veto override, he made a speech that surprised the staff. They hadn't seen him in action and they thought it was wonderful. I was really proud. He was grass roots but he took in the whole national picture. And he was very forceful."

She called him "a closet liberal, who doesn't want anyone to know it. But if they need someone to vote against the military, they will come to him. And he'll put the argument in terms of N.D. being a big military state."

I asked if she saw him as a professional and she said not in sense of slick, PR professional. And I said, no, I meant in terms of working with the system, valuing the people who work within the system. She agreed completely.

Then I ventured "hard ball" idea when he gets upset; and she agrees. "An example of hard ball, which is still pretty tender, came on the override

of the president's appropriations veto. Percy supported the President and Andrews thought he shouldn't have. Andrews thought that a lot of Republicans were sticking their necks out, that there was a lot in there for Illinois and that Percy shouldn't get a free ride. When we were marking up our regular bill, Chicago's figures dropped. A lot of the others dropped, but Andrews instructed us to drop Chicago's. The result was very costly to Illinois. They *papered* it over somewhat in the supplemental. Andrews agreed to a Percy amendment to protect Chicago's funds. But when our regular approp. bill came up, they lost a lot of money. That's what the talk was about on the floor yesterday about Yates on the House side. They will probably put a lot of it back." But Mark tried to teach Percy a lesson--same as Chris Dodd story.

She agreed that once he got a bill out, he would fight like the devil to keep from getting rolled; so in that sense, he will enter into a floor fight. A lot of pride in doing that job well.

with energy & pulling back
She said re the new gasoline tax-job bill. "He worked very hard behind the scenes with Secretary of Transportation, Drew Lewis to get some exemptions for farmers on the highway tax. They don't use main highways very much--mostly back roads. He had long sessions with Lewis on that. He's helped farmers everywhere, but won't take any credit for that among the farmers nationwide. The people who should know will probably know. He'll send a press release to North Dakota. That's the way he prefers to work."

with large
Where did his 102" interest come from? "Nobody knows where he got the idea. Keith Kennedy told me that Hatfield thinks the idea came from Andrews and Packwood and that Packwood thinks it came from Andrews and Hatfield. Maybe Andrews thinks it came from Packwood and Hatfield. Whenever he got it, he has been pushing it hard for weeks. He has no idea

how much people resented his sticking it on the highway bill at the last minute. We shed a lot of blood at the staff level; and we reaped a lot of ill will, because he had it stuck in his craw. Once he gets possessed by something like that he won't stop. It becomes a big thing with him. But no one knows where he got the idea. Maybe Jacqueline suggested the idea some time ago and it appealed to him as common sense, matter of fact idea. That's the way he's selling it." ^{basics} ~~It~~ It may go back to his campaign rhetoric of 'back to ~~issues~~.' *Ad Union in Sept*

52 Chip talked about the subcommittee markup. "It took about 20 minutes. It's a very low key, non partisan subcommittee. There's a lot of pork in the bill. And there's something in there for every member of the subcommittee. It's all worked out beforehand. If there's a quarrel in the subcommittee, it means, I haven't done my job."

In the full committee, there were objections on St. Lawrence Seaway and on the 102" truck width.

Grace says that new gas tax bill will revamp the highway Act and take away approp. com. jurisdiction over interstate highway transfers and something else. It's a very complicated issue.

If the Transp. Approp. Bill is signed by Pres., they are out from under the continuing Res. If it gets thru conference, then it is "referenced" into the continuing resolution as the conference has agreed upon it and that becomes the text of the continuing resolution for purposes of appropriations.

The Transportation approp. will be considerably above the President's recommendation; so he might veto it. Senate bill is higher than House bill. Grace embarrassed by this (because House is Democratic, I guess). I tell her that's the old House to Senate pattern.

Chip makes point that Transp. is not like Foreign Ops. where you have

lots of partisanship.

It's probably my pork committee and I should see it that way.

It's also meat and potatoes a la all Appropriations bills.