



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE 12:00 NOON, MONDAY
JANUARY 29, 1973

FOR FURTHER INFORMATION:
PHONE: (202) 426-4321

STATEMENT BY U.S. SECRETARY OF TRANSPORTATION DESIGNATE CLAUDE S. BRINEGAR,
FISCAL YEAR 1974 BUDGET BRIEFING, WASHINGTON, D.C. SATURDAY, JANUARY 27, 1973,
12:00 NOON

It's a pleasure to have this early chance to meet members of the press who consider the Department of Transportation an area of special interest. I appreciate your coming to this briefing on the fiscal year 1974 budget.

First, I'd like to introduce Mr. Egil "Bud" Krogh, the new Under Secretary of Transportation, who will share my responsibilities in the management of the Department. Actually, I suspect that because of his prior White House assignment, Mr. Krogh needs less of an introduction than I do. I'm sure that Bud joins me in my desire to continue the fine news media relationships that have been established by our predecessors, Secretary Volpe and Under Secretary Beggs.

The Department's program level for fiscal year 1974 is \$8.7 billion -- essentially the same as in fiscal 1973. We believe that this 1974 budget level reaffirms President Nixon's commitment to finding ways to solve critical transportation problems and to provide the Nation with a flexible, balanced transportation system. This budget is also in line with the President's fiscal objectives of seeing that the dollars are wisely spent and that overall expenditure levels are within the Nation's resource availabilities. We believe that the Department's critical programs, which either have been left essentially undisturbed or have been expanded, are at the proper program levels.

For example, we are proposing the funding of the Urban Mass Transportation Administration at \$1 billion for the fiscal year. This reflects the President's determination to continue work on solving the very serious problem of urban congestion and on providing commuters and others in our urban areas with modern and effective public transportation. This program, as you will perhaps recall, began with the 1970 enactment of the President's Urban Mass Transportation Assistance Act which called for a \$10 billion expenditure over a 12 year period.

Also, we are continuing our investments in the Nation's airport and airways systems as provided in the Airport-Airways Development Act of 1970. The sum of \$280 million will be committed in 1974 to the improvement and expansion of our airports. There will be an additional \$250 million for the modernization and improvement of our airways control facilities.

As in prior years, Federal highway programs, which are budgeted at essentially the same level as in 1973, continue to account for over half the Department's annual expenditures.

Highway safety continues to be a high priority item in the budget, with funds allotted for various safety programs in 1974 exceeding those of last year.

Mr. James Beggs -- who is staying in the Department in an advisory capacity during the transition period -- was intimately involved with the work that went into this budget. Mr. Beggs is well qualified to speak on its many details and to answer your questions. Accordingly, it is with pleasure that I now turn the briefing over to the very capable Jim Beggs.

#####