



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
January 7, 1976

DOT. 01-76  
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today announced 50-50 matching grants of \$1,650,000 to 43 states to help strengthen gas pipeline safety programs.

The allocation of funds was based on the estimated cost for each state's natural gas pipeline safety activities in 1976. The funds will be used for personnel, training, equipment, and other related costs of the gas pipeline safety program.

The amount appropriated by Congress for this year's pipeline safety program is approximately \$500,000 more than in 1975, thereby providing greater financial assistance to participating states for this program.

The allocations are:

JJC/3PM/1/2/76/MTB-1

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ALLOTMENT OF FY 1976 FEDERAL FINANCIAL ASSISTANCE FUNDS TO STATE  
 AGENCIES FOR GAS PIPELINE SAFETY PROGRAMS  
 (\$1,650,000 to 43 STATES)

<u>STATE</u>	<u>Payment Agreement No.</u>	<u>Amount of Federal Funds</u>
ALABAMA	DOT-GB-60001	\$ 94,160
ALASKA	DOT-GB-60002	12,500
ARIZONA	DOT-GB-60003	16,586
ARKANSAS	DOT-GB-60004	36,617
CALIFORNIA	DOT-GB-60005	67,708
COLORADO	DOT-GB-60006	28,304
CONNECTICUT	DOT-GB-60007	28,730
DELAWARE	DOT-GB-60008	9,600
GEORGIA	DOT-GB-60009	70,075
HAWAII	DOT-GB-60010	12,500
IDAHO	DOT-GB-60011	19,938
ILLINOIS	DOT-GB-60012	64,100
INDIANA	DOT-GB-60013	51,285
IOWA	DOT-GB-60014	35,824
KANSAS	DOT-GB-60015	43,880
KENTUCKY	DOT-GB-60016	61,287
MAINE	DOT-GB-60017	19,522
MARYLAND	DOT-GB-60018	10,425
MASSACHUSETTS	DOT-GB-60019	9,800
MICHIGAN	DOT-GB-60020	79,309
MINNESOTA	DOT-GB-60021	30,993
MISSISSIPPI	DOT-GB-60022	42,675
MONTANA	DOT-GB-60023	17,907
NEBRASKA	DOT-GB-60024	42,440
NEVADA	DOT-GB-60025	16,333
NEW HAMPSHIRE	DOT-GB-60026	14,387
NEW YORK	DOT-GB-60027	98,897
NORTH CAROLINA	DOT-GB-60028	46,941
NORTH DAKOTA	DOT-GB-60029	7,700
OHIO	DOT-GB-60030	73,478
OREGON	DOT-GB-60031	39,497
PENNSYLVANIA	DOT-GB-60032	98,896
RHODE ISLAND	DOT-GB-60033	23,995
SOUTH DAKOTA	DOT-GB-60034	6,600
TENNESSEE	DOT-GB-60035	66,677
UTAH	DOT-GB-60036	16,404
VERMONT	DOT-GB-60037	20,820
WASHINGTON	DOT-GB-60038	25,700
WEST VIRGINIA	DOT-GB-60039	61,048
WISCONSIN	DOT-GB-60040	37,786
WYOMING	DOT-GB-60041	49,576
DISTRICT OF COLUMBIA	DOT-GB-60042	15,000
PUERTO RICO	DOT-GB-60043	24,100
TOTAL		\$1,650,000



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
January 16, 1976

DOT 04-76  
Phone: (202) 426-4321

The U.S. Department of Transportation today told the Civil Aeronautics Board that authority to operate scheduled air service between Saipan and Japan should not be awarded at this time.

"Any realistic level of service operated before the end of fiscal year 1977 at the earliest will not, in our estimate, produce sufficient return to justify its operation and will result in increased losses for U.S. flag service as a whole " DOT said.

President Ford on November 11, 1975, returned to CAB its decision to select Continental Air Lines, Inc. to provide nonstop service between Saipan and Japan, stating it was necessary to obtain further information including the viability of the Saipan-Japan route. To assist the board, the President directed the Secretary of Transportation to submit for the record his views on the viability of the route.

Continental Air Lines, Inc., Northwest Airlines, Inc. and Pan American World Airways, Inc. applied for authority to provide Saipan-Japan service. Saipan is now served by connections at Guam.

DOT's analysis of the schedules originally proposed in 1972 by the applying carriers indicated that had they been in actual operation in 1975, losses ranging from \$3 million to \$10 million would have resulted. DOT also concluded even moderate or minimal service levels by any of the applicants would have resulted in increased system losses.



In support of its recommendation, the department submitted an analysis of international air transport economic policy, in which it stated:

It is DOT's view that the economic impact of a route award upon the U.S. flag system should be the key determinant of whether the public convenience and necessity require any new international route. If a route cannot be operated profitably, moreover, DOT will not support award of the route authority.

In emphasizing the need for economic viability, DOT said, "In the past, under conditions of rapid traffic growth and general airline profitability, new awards of international route authority were often justified merely on the ground that air service would be increased and that carriers were willing to serve the routes. Errors could be, and were, offset by the effect of growth. But, conditions are markedly different today -- high-cost fuel, general inflationary pressures, traffic declines, and the likely prospect of slower growth in most major world markets have intervened to require a change in the justification for new route awards.

"While improved service and developmental considerations will always be important in a proper assessment of the public convenience and necessity, economic viability must be the paramount factor in decisions involving new scheduled authority."

DOT pointed out there is considerable room for improving Saipan-Japan service by improving connections at Guam of the present Saipan-Guam service operated by Continental and the Guam-Japan service operated by PanAm.

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## DEPARTMENT OF TRANSPORTATION

# NEWS

### OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
January 16, 1976

DOT 05-76  
PHONE: (202) 426-4321

The Environmental Protection Agency on January 14 submitted to the Federal Aviation Administration a proposal to amend the Federal Aviation Regulations to bar the operation of aircraft which create a noise level in excess of that of the new subsonic jet planes. This preliminary proposal would prohibit operation in the United States of any civil transport category airplane that does not meet the noise standards currently in force for subsonic turbo-jet airplanes and did not have any flight time before December 31, 1974. If promulgated as a final regulation, it would have the effect of barring operations in the U.S. of most but not all, of the Concorde supersonic aircraft.

The Federal Aviation Administration will consider EPA's most recent proposal in accordance with the requirements of Section 611 of the Federal Aviation Act by publishing it as a Notice of Proposed Rule Making, and holding a public hearing within the specified time periods. The proposal is different from EPA's earlier recommendation on SST noise standards, which was published by the FAA in March of 1975.

A copy of the proposal was submitted to Secretary Coleman on the January 13 deadline for written submissions for the public docket on his pending Concorde decision. The Secretary will give this proposal appropriate consideration, as he will all material in the docket, in reaching his decision on the Air France and British Airways applications to begin limited service to New York and Washington with Concorde aircraft. His decision on those applications will be announced on February 4, as planned.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY  
January 19, 1976

DOT 03-76  
Tel. 202-426-9550

Consumer groups and industry representatives are among those who will present their views at a public meeting Jan. 28 when the National Motor Vehicle Safety Advisory Council continues its review of the safety defect and recall program carried out by the U.S. Department of Transportation.

Under the program, the department's National Highway Traffic Safety Administration (NHTSA) monitors potential defects in motor vehicles and motor vehicle equipment which pose a threat to public safety. The federal safety agency then determines if such a safety-related defect exists, and, when warranted, orders a recall campaign under which the manufacturer must remedy the defect at no cost to the consumer.

The council met early in December to hear NHTSA officials answer questions on the philosophy and policy of the defects program, as well as how the NHTSA Office of Defects Investigation conducts its work.

The meeting is scheduled to start at 9 a.m. in Room 2234 of the Department of Transportation Headquarters Building in Washington, D.C.

Among the groups expected to make statements at the meeting are the Motor Vehicle Manufacturers Assn., the National Tire Dealers and Retreaders Assn., the Automotive Service Industry Assn., the Center for Auto Safety, the Insurance Institute for Highway Safety, the State Farm Mutual Automobile Insurance Co., the Auto Club of Missouri, and TRW, Inc.

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The 25-member Advisory Council, created by the National Traffic and Motor Vehicle Safety Act of 1966, advises the Secretary of Transportation on federal vehicle safety standards and programs administered by the NHTSA.

Dr. B. J. Campbell, chairman of the Advisory Council, said the group is examining such questions as what determines that a series of failures constitute a defect, and what criteria the government uses for deciding when a defect exists. At the conclusion of the meeting, the council will further study issues and problem areas before preparing a report to the secretary.

Persons interested in presenting information to the council, either in writing or at the meeting, should write to Dr. B. J. Campbell, National Motor Vehicle Safety Advisory Council, N40-13, c/o the National Highway Traffic Safety Administration, Washington, D.C. 20590, or call (202) 426-2872.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
January 27, 1976

DOT 08-76  
Phone: (202) 426-4321

A research report which analyzes ways to reduce adverse effects to persons and property adjacent to transportation facilities was made public today by the U.S. Department of Transportation.

Entitled "A Comprehensive Policy to Ameliorate Adverse Effects of Transportation Facilities," the study was done by Urban Systems Research and Engineering, Inc., of Cambridge, Mass., under contract to the Office of the Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs.

The report addresses potential policy and legislative initiatives for such adverse impacts as noise and property value loss that detract from the overall positive benefits of airport, highway and mass transportation facilities.

Initiatives outlined and analyzed in the report include acquisition of affected land or of development rights in such land outside transportation rights-of-way; construction of sound barriers; soundproofing of public and private structures; short-term loans to financially affected municipalities and small businesses; and cash compensation to homeowners suffering property value loss.

The report also discusses public acquisition of adjacent land which may increase in value as a result of the transportation investment so that the public may recapture some of the financial benefits of its investment. The separately bound appendix includes cost estimates, a report on impact definition and an environmental impact statement.

Consistent with results of this research, the Urban Mass Transportation Act has been amended, and the department has proposed amendments to the Highway and Airport Acts, all three of which would broaden authority to acquire land for environmental compatibility purposes.

Single copies of the report, number PB 247823/AS which costs \$6.00 paperbound and \$2.25 microfiche, and single copies of the appendix, number PB 247824/AS which costs \$9.75 paperbound and \$2.25 microfiche, may be obtained from:

National Technical Information Service  
5285 Port Royal Road  
Springfield, Virginia 22151





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

For Release Friday  
January 30, 1976

DOT R-02-76  
Phone: (202) 426-4321

COSTANTINO HEADS  
CAMBRIDGE CENTER

Secretary of Transportation William T. Coleman, Jr. today announced the appointment of Dr. James Costantino as Director of the Transportation Systems Center, Cambridge, Mass.

Prior to assuming his new post, Costantino was executive assistant to the Deputy Secretary of Transportation in Washington, D.C.

From 1971 to 1973, he was the department's Secretarial Representative in Federal Region III, with headquarters in Philadelphia.

Before joining the Department of Transportation, Costantino was Director of Technical and Management Support, Office of Manned Space Flight, National Aeronautics and Space Administration (NASA).

He also served as a NASA aerospace engineer in launch vehicle propulsion programs during his nine years in the space program. From 1958 to 1963, he was a mechanical engineer with the Federal Aviation Administration.

Costantino has a B.S. in Mechanical Engineering from the University of Massachusetts, a Master of Engineering Administration from George Washington University, and a Ph.D. in Transportation Policy and Economics from American University.

The new director is a member of the National and Virginia Societies of Professional Engineers and the Advisory Council of Federal City College, Washington, D.C.

He was awarded the Secretary of Transportation's Meritorious Achievement Medal in 1974 and holds the NASA Apollo Achievement Award.

Born in Braintree, Mass., Costantino attended Braintree High School. He lives in McLean, Va., with his wife and their two children.

The Transportation Systems Center functions under the office of Assistant Secretary of Transportation for Systems Development and Technology Hamilton Herman, and conducts research and development activities for DOT. Also, it provides an information base for policy formulation and planning, project management and information-sharing with states and communities.

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For further information:  
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202-426-4321