



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
September 1, 1976

DOT 53-76  
Phone: (202) 426-4321

Future developments in transportation will be discussed by U.S. Department of Transportation officials at the national convention of civil engineers in Philadelphia.

Assistant Secretary of Transportation for Systems Development and Technology Hamilton Herman will introduce three speakers from DOT and also will be chairman of a panel discussion on the future of transportation.

The session will take place at the Sheraton Hotel on September 27 from 2:30 to 5 p.m. during the annual convention of the American Society of Civil Engineers.

The DOT officials will discuss future transportation systems, such as those using fixed guideways and magnetic levitation, and the role civil engineers may play in their development and use.

Jerry D. Ward, director of the Office of Research and Development Policy in the Office of the Secretary of Transportation, will compare the relative cost and service characteristics of the various modes of intercity passenger travel. He also will discuss different ways the total transportation system may develop including the possible effects of new technological developments, such as a new high-speed ground system for medium-distance passenger travel.

The future direction of the research and development policy of DOT's Urban Mass Transportation Administration (UMTA) will be discussed by C. Kenneth Orski, UMTA's associate administrator for policy and program development. Among UMTA's priorities are improving traffic and public transportation, shaping community development to promote more energy-efficient land use and protect the environment, and directing automobile use in urban areas to encourage greater transportation efficiency.

Charles F. Scheffey, director of the Office of Research in DOT's Federal Highway Administration, will speak on possible new directions for the federal highway program in the next 20 years and future contributions of civil engineers to the program.

Following the speeches by the DOT officials, brief talks will be given on future urban transportation systems by Alan Voorhees, president of Alan M. Voorhees & Associates, Inc., in McLean, Va., and Sumner Myers, director of urban systems studies for the Institute of Public Administration in Washington, D.C. Dr. William Harris, vice president for research of the Association of American Railroads in Washington, D.C., will discuss briefly the future of railroads.

The six speakers then will hold a panel discussion under Herman's chairmanship.

More information on the convention, which runs from September 27 to October 1, is available from the American Society of Civil Engineers, 345 East 47th Street, New York, N.Y. 10017. Phone: (212) PL 2-6800.

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For further information:

Howard Coan  
Office of Public Affairs  
Phone: 202/426-4321

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
September 2, 1976

DOT 54-76  
Phone: (202) 426-4321

The U.S. Department of Transportation (DOT) today announced publication of the 1976 edition of the Summary of National Transportation Statistics, developed as part of DOT's information program to improve availability of transportation-related statistics to industry and government.

The report is compiled and updated annually by the Department's Transportation Systems Center in Cambridge, Massachusetts, for the Office of the Assistant Secretary for Policy, Plans and International Affairs. It contains cost, inventory and system performance data for all modes of transportation in the United States for the 1964-1974 period.

Copies of the report may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402. The price per copy is \$1.85 each, Stock Number: 050-000-00118-1.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
September 7, 1976

DOT 55-76  
Tel. 202-426-9550

### AD HOC SUBCOMMITTEES TO STUDY SAFETY PROBLEMS OF TRUCKS AND BUSES

U. S. Secretary of Transportation William T. Coleman, Jr., moved today to focus attention on the safety problems of heavy trucks and buses.

The secretary asked his advisory committees dealing with highway and motor vehicle safety to form ad hoc subcommittees to study the safety problems of such vehicles and to seek information from the heavy vehicle industry and other interested parties on how best to resolve these problems.

The ad hoc groups, one from the National Highway Safety Advisory Committee and the other from the National Motor Vehicle Safety Advisory Council, have been instructed to meet jointly to review the safety problems involved and then advise on ways to reduce the frequency and severity of crashes involving trucks and buses.

In letters to the chairmen of his advisory committees, Secretary Coleman said: "I have a continuing concern for the safety of heavy trucks and buses, and of the need to develop our safety standards for these vehicles in a manner that is both effective and efficient. I have concluded that this subject warrants more concentrated attention, both by the National Motor Vehicle Safety Advisory Council and the National Highway Safety Advisory Committee."

The ad hoc subcommittees will be composed of representatives of the truck and bus manufacturers, component manufacturers, users and persons having no direct monetary interest in the trucking industry.

In addition to relying on their own expertise, the ad hoc groups have been told to seek information from persons knowledgeable about heavy trucks and buses, including manufacturers, owners and drivers.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
September 10, 1976

Tel. 202-426-9550  
DOT 57-76

### DOT ADVISORY COMMITTEE MEMBERS - SWORN

Eight new members of the U.S. Department of Transportation's National Highway Safety Advisory Committee were sworn in for three-year terms today by Deputy Secretary of Transportation John W. Barnum.

The new members, appointed by President Ford, will join with those already on the 35-member committee to advise and consult with the secretary on federal standards for State and community highway safety programs.

The new members, who will serve terms expiring March 15, 1979, were sworn at a committee meeting in Washington, D.C. They include:

Charles N. Brady, Director, Highway Department, American Automobile Association, Falls Church, Va.

Glen B. Craig, Commissioner, California Highway Patrol, Sacramento.

Mrs. DiAnn Graham, Assistant to the President, University of Cincinnati, Cincinnati.

Bruce C. Hendrickson, President, National Association of Life Underwriters, Holdrege, Nebraska.

Laurence A. Keim, Director, Technical Services, Automotive Sales, Glass Division, PPG Industries, Inc., Detroit.

Wayne E. Rapp, Vice President, Industry Relations, Walker Manufacturing Co., Racine, Wis.

Miss Virginia Sue Silva, Editor, New Mexico Motorist, American Automobile Association, Albuquerque, N. M.

James F. Van Namee, Safety and Health Consultant, Arlington, Va.

One member of the committee, who had served less than a full term, was reappointed. He is Edward McBroom, an automobile dealer from Kankakee, Illinois. His term also will expire March 15, 1979.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

**OFFICE OF THE SECRETARY**  
WASHINGTON, D.C. 20590

**CONSUMER ADVISORY  
REQUEST FOR  
PUBLIC COMMENT**

FOR RELEASE MONDAY, 10:00 A.M.  
September 13, 1976

DOT 58-76

Phone: (202) 426-4321

A draft report released today by the President's Energy Resources Council indicates that the introduction of lighter-weight, more efficient automobiles would more than offset the historic increase in automobile fuel consumption.

By the 1990's such changes could lead to a net reduction of up to 1.3 million barrels per day as compared to 1975, even though automobile use is projected to grow by nearly 50 percent in that time period.

The report pointed out, however, that such fuel savings could not be accomplished without substantial industry development efforts, investments and market risks.

Furthermore, the report states, achieving the fuel economy goals may include trade-offs such as lower levels of occupant protection and higher levels of exhaust emissions than may be desirable, as well as reduced carrying capacity, acceleration, and trailer-pulling capability than is possessed by today's typical full-size automobile.

The report's purpose, however, is not to define a single national strategy or to recommend which trade-offs should be made. It was prepared to contribute to the debate on these issues by providing a balanced information base that will facilitate informed discussion.

The report was prepared by the Interagency Task Force on Motor Vehicle Goals Beyond 1980. The Task Force, established in March 1975 by the Energy Resources Council, was instructed to study motor vehicle fuel economy goals beyond 1980 keeping in mind the need for compatibility with environmental, safety and economic objectives.

The assignment was generated in recognition of the nation's basic economic and lifestyle dependence on the automobile coupled with the increasingly critical situation in regard to petroleum supplies. Automobiles comprise the largest single consumer of petroleum, currently using approximately 31 percent of U.S. supplies or 5 million barrels a day.

The Task Force consisted of representatives from the U.S. Department of Transportation, the Environmental Protection Agency, the Energy Research and Development Administration, the Federal Energy Administration, and the National Science Foundation. The Task Force also drew upon other government departments including the Department of Commerce, the Department of Defense, the Department of Labor and the National Aeronautics and Space Administration. The Task Force manager is Hamilton Herman, Assistant Secretary of Transportation for Systems Development and Technology.

Additional findings of the Task Force are:

- Substantial progress has been made in the last few years in automobile fuel economy, safety, and pollution reduction. The automobile industry is currently spending some 600 million dollars annually toward these objectives and is expected to continue to do so.

- Prospects for further reductions in air pollution caused by autos are excellent. The major factor is the replacement of older cars with much "cleaner" new cars that meet federal emissions standards. Further progress in reducing auto emissions will depend on the timing and degree of tighter emissions standards as well as the results of research and development efforts on new and improved emissions control systems.

- Increased automobile safety can be achieved through a combination of non-vehicle safety measures (such as improved traffic control systems, guard rails, etc.), and through vehicle safety measures such as further improvements in vehicle design, increased use of three-point safety harnesses and potential passive passenger restraint systems.

- Prospects are remote for a breakthrough in engine technology that would by itself make possible major improvement in fleet fuel economy in the 1980's. Progress will come primarily from improvements in present body and frame structures, gasoline and diesel engines, engine control systems and drivetrains.

- The outlook for a highly-efficient electric vehicle remains slim for at least the next 10 years. A substantial breakthrough in battery technology is needed before the electric car can become a viable alternative to gasoline or diesel-powered vehicles except in special cases such as small postal vans.

- The actual value of petroleum savings which might be achieved is dependent upon the rate of introduction of various combinations of fuel economical new cars, the degree to which consumers purchase the new models and the balance, timing and methods used in achieving other important objectives such as air quality improvement, improvement in vehicle and highway safety and the maintenance of a strong domestic automotive industry.



The fuel economy standards mandated by the Energy Policy and Conservation Act necessarily require changes in the automobile such as weight, size, and power. These changes become more substantial as the standards move toward the fleet average of 27.5 miles per gallon set for 1985.

Future automobiles, which should be functionally superior in many ways to current models, will be different in appearance from those to which the consumer is now accustomed. There are a number of risks associated with these changes including the possibility of poor consumer acceptance of the "different" cars, unforeseen changes in the national economy and the underlying uncertainty of forecasting technological change. These uncertainties and risks will need to be kept in mind together with the possibility of government policy changes.

Because consideration of the future characteristics of the automobile involves such substantial issues of interest and concern to government, industry, and the public, the Energy Resources Council (ERC) has directed that the report be published in draft form to provide the basis for broad public exposure and discussion of the information and issues it presents.

The Department of Transportation has been requested to disseminate the report and open a docket for public comments. Further, the Task Force will provide informal briefings on the report at the following locations and times:

Detroit area: 2 p.m., September 14  
Hilton Hotel, 31500 Wick Road  
Romulus, Michigan Phone: 313-292-3400

Houston area: 10 a.m., September 16  
Holiday Inn (Airport), 3702 North Belt East  
Houston, Texas Phone: 713-446-2311

Los Angeles area: 2 p.m., September 17  
Marina del Rey Hotel, 13534 Bali Way  
Los Angeles, California Phone: 213-822-1010

Senior officials of the Task Force agencies will conduct a public hearing on the report in Room 2230, DOT Headquarters, 400 Seventh St., S.W., Washington, D.C. on October 21 from 10 a.m. until concluded. Representatives of auto manufacturers, public interest groups, and other interested persons will be welcome to testify.

Written comments will be received by DOT through December 13. Such comments (three copies if possible) should identify the file number (OST File No. 40) and be sent to the Docket Clerk, Office of General Counsel, (TGC), Department of Transportation, Washington, D.C., 20590, where all comments received will be available for reading.

Single copies of the Task Force report are available from Paul Long,  
Chief, Facilities Management Branch, TAD-443, U.S. Department of Transportation,  
Washington, D.C. 20590. Phone: 202-426-9654

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For further information contact: Howard Coan  
Office of Public Affairs  
202-426-4321

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
September 17, 1976

DOT 59-76  
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today sent to Congress a report of progress in implementing the actions and toward achieving the goals set forth in his Statement of National Transportation Policy.

Secretary Coleman sent his first Statement of National Transportation Policy to Congress on September 17, 1975, complying with a longstanding congressional request for comprehensive policy guidance.

In the introduction to the progress report, the Secretary said, "The discussions generated by my first policy statement have been healthy and productive. I welcome a continuation of this debate in the future, and I look forward to working with the Congress in our continued efforts to implement my Statement of National Transportation Policy."

Single copies of the report, "Progress Report on the Implementation of the 1975 Statement of National Transportation Policy," may be obtained from:

Office of Public Affairs (S-83)  
U.S. Department of Transportation  
Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY

September 21, 1976

DOT 60-76

Phone: (202) 426-4321

The number of documents available through the technical information service sponsored by the U.S. Department of Transportation has expanded to 120,000 items from its original base of 20,000 in 1971 and is growing at the rate of 20,000 documents a year.

To keep up with the widening scope of the Transportation Research Information Services Network (TRISNET), DOT has published a new edition of a 16-page booklet describing TRISNET to potential users.

TRISNET is an important part of DOT's technology-sharing program and among its users are state and local governments, regional planning commissions, transit authorities and private industry. It provides a fast response to the informational needs of persons concerned with transportation planning, operations and technology.

DOT spends about \$2 million annually to operate TRISNET and is encouraging more users in an effort both to reduce the subsidy and disseminate information about the results of DOT's \$415 million research and development program.

In a foreword to the booklet, Secretary of Transportation William T. Coleman, Jr., says the full value of DOT research and development is achieved only when the results of the department's efforts are used by all levels of government and private industry in identifying and solving transportation problems.

TRISNET consists of five major document indexing and abstracting services with information on highways, traffic safety, maritime research, railroads and air transport. An urban transit information service is scheduled for completion next year.

- more -



TRISNET also includes the transportation information contained in the three DOT libraries, the National Technical Information Service, and the libraries at Northwestern University in Evanston, Ill., the University of California at Berkeley and the University of Texas at Austin. These centers also answer requests for documents from users of the network.

Information in TRISNET includes abstracts of technical transportation literature, descriptions of planned and on-going research, photocopies of reports, references to numerical data used in transportation studies and decisions, and directories of U.S. and foreign transportation-related information centers. About 35 percent of the data, including highway, rail and transit information, is from foreign organizations.

Access to TRISNET is available by computer terminal, telephone and written inquiry. In addition, a central computer retrieval system, called TRIS-ON-LINE, provides access to about half of the technical literature and on-going research. This system is available through the computers of the document indexing and abstracting services or by use of any remote computer terminal in the U.S., which the operator connects with the central TRIS-ON-LINE computer through the telephone lines. The average TRIS-ON-LINE information search costs between \$7 and \$20.

Single copies of the TRISNET guide and a companion booklet, "A Directory to Transportation Research Information Resources," are available from TRISNET Secretariat, Transportation Research Board, 2101 Constitution Ave., N.W., Washington, D.C. 20418. Phone: (202) 389-6611

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For further information: Howard C. Coan  
Office of Public Affairs  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY 11:00 A.M.  
September 23, 1976

Contact: Lloyd D. Schwalb  
Phone: (202) 426-4043  
DOT 61-76

Secretary of Transportation William T. Coleman, Jr. today announced that the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA) concurs in principle in the State of New Jersey's proposed use of up to \$400 million in Federal funds for three major rail transit projects in northern New Jersey.

Secretary Coleman emphasized "this represents the first time UMTA has made a multi-year funding commitment to an entire package of public transportation projects. This gives the State of New Jersey assured funding for the planning of their future mass transit improvements."

UMTA will provide up to \$157 million in capital grant funds for rail transit improvements in the Newark-Plainfield-Raritan corridor; it also will commit capital grant funds for fiscal years 1976-1980 to electrification and rehabilitation of the Erie Lackawanna Railway's Morris and Essex division, and for electrification and rehabilitation of portions of the New York and Long Branch Railroad.

For the Newark-Plainfield-Raritan corridor, UMTA will commit funds to either the construction of the Port Authority Trans-Hudson (PATH) Corporation's rapid rail extension from Newark to Plainfield, or an upgrading of the Central Railroad of New Jersey's (CNJ) commuter rail service. Because the combined capital and operating costs of the PATH and CNJ options are nearly equal, determination of which service to implement will be left to State and local officials.

"This decision reflects my personal view that, where analysis shows that transit options are virtually equal in costs, the choice should be left to State and local decision-makers," Secretary Coleman said.



If State and local officials choose to implement the PATH option, these conditions must be met before a final engineering and construction grant can be approved:

- Environmental Impact Statements must be circulated and approved;
- non-UMTA funding for the project must be firmly committed. This involves legally acceptable assurances from the Port Authority of New York and New Jersey for its \$120 million, and completion of action by local governments and the State to withdraw \$54 million in Federal highway funds and substitute them for transit purposes;
- a specific plan for public transportation service west of Plainfield must be provided, with supporting financial commitments, and be considered as part of the environmental process;
- the State must present a plan for station improvements, parking and feeder bus support for the PATH stations, and must firmly commit some source of capital financing for such supporting facilities.

While the above work is being completed, the State of New Jersey and Port Authority Trans-Hudson Corporation would be permitted to complete engineering on the PATH project with local funds, but this would be at their own risk if the above conditions are not ultimately met.

If, however, the local choice is made to implement an upgrading of CNJ commuter service, a full capital grant application must be developed, with all legal and environmental conditions being met. UMTA would ensure that processing of the application would be expedited.

For the Erie Lackawanna Railway, more than \$118 million in UMTA funds has already been approved for the project; an additional \$39 million in UMTA funds has been committed to Erie Lackawanna for the future purchase of railcars. Additional funding will be approved and construction may begin upon submission by the State of engineering data and an implementation schedule for the remainder of the project.

For the New York and Long Branch, a required public hearing must be held and grant application materials completed. UMTA will consider a first phase capital grant application for rail commuter cars and electrification as far as Matawan, since the cost effectiveness of the work appears justified, could be completed expeditiously and would be in keeping with the delivery schedule for new rail cars.

UMTA's commitment to the remainder of the New York and Long Branch rail commuter project must await the results of project engineering and further information on the costs and benefits of the additional work.

For any of the above projects, the Federal Government intends to enter into a contract with the State which would establish a ceiling of Federal funds for the project, thereby committing the State to complete the work at its own expense if there are cost overruns. Such "full funding" contracts are now national practice for UMTA on all major rail transit construction grants.





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
September 24 1976

Contact: Lloyd D. Schwalb  
Phone: (202) 426-4043  
DOT 62-76

U.S. Secretary of Transportation William T. Coleman, Jr. today issued a final Statement of Federal Policy on Major Urban Mass Transportation Investments. The Statement puts in final form the interim policy announced in August 1975 by the Department's Urban Mass Transportation Administration (UMTA), requiring detailed analysis of alternatives to new rapid transit lines before they will be considered for Federal funding.

"We welcome new transit initiatives on the part of metropolitan areas" said Secretary Coleman, "for they represent a tangible sign of the growing interest in public transportation and support our goal of providing the public with a meaningful alternative to the automobile."

"The Federal Government has a fundamental responsibility to ensure that the taxpayers' money is invested wisely so that the nation as a whole receives the maximum benefit from scarce public resources. The policy I have issued today is designed to ensure that the available Federal resources are used in the most prudent and effective manner."

The policy requires any metropolitan area which intends to request Federal financial assistance in the construction of major new transit facilities to first carry out an analysis of transportation alternatives. The purpose of this analysis is to identify a cost-effective alternative which best meets the locality's transportation needs, promotes its social, economic, environmental and urban development goals and supports national aims and objectives, such as energy conservation and urban mobility.

The new procedures respond to proposals made in the comment process and, for the first time, consolidate the alternatives analysis and environmental impact assessment required by the National Environmental Policy Act of 1969 (NEPA). A single draft Environmental Impact Statement will be required, combining the results of the alternatives analysis process and the environmental impact assessment. The policy states that no decision with respect to preliminary engineering grants on any fixed guideway project shall be made until a final Environmental Impact Statement has been filed and circulated, as required by law. However, these requirements and conditions will not apply in the case of applicants who have already substantially completed their alternatives analyses.

The revised final policy statement incorporates a number of other significant changes and clarifications made in the initially proposed text which were derived from the 20-month public consultative process. These changes include the following:

1. the definition of a "Major Urban Mass Transportation Investment" has been clarified to include all projects involving new construction or extension of existing fixed guideway systems. Projects involving rehabilitation or modernization of existing facilities are not within the scope of the alternatives analysis requirement.
2. the concept of cost-effectiveness has been clarified to include considerations of social, environmental and land use effects as well as purely transportation effects.
3. the planning time frame for the short term analysis has been extended from "5 - 10 years" to "up to 15 years" to consider the effects of long term investment components such as advanced acquisition of rights-of way.

The publication of the final policy statement culminates nearly two years of extensive consultation with State and local officials, transit operators, public interest groups and Congressional committees. Two major conferences were held by UMTA to solicit views and comments of a broad cross section of interests representing local governments, transit properties, state transportation agencies, regional and city planning bodies, consulting firms and universities.

The policy stresses the need to develop systems that blend various types of services and modes. "It is becoming increasingly apparent," said UMTA Administrator Robert E. Patricelli, "that single mode transportation systems are no longer capable of coping



successfully with all urban travel needs in a large metropolitan area." Patricelli noted that "the land uses and travel patterns of today's cities have become too diverse to be served efficiently and conveniently by a transportation system of a single kind, be it an all-bus system, an all-rail system or an all-highway system."

"What is needed is a system composed of several different elements, all of which are working cooperatively as part of a single integrated, interconnected and coordinated metropolitan transportation system," Patricelli added.

The new policy also requires fixed guideway systems to be built incrementally, one segment at a time, rather than all at once.

"Typically, past tendency in the United States has been to conceive of rail transit systems as extensive region-wide networks and to try to bring them into operation all at once," Administrator Patricelli observed. "However, most cities around the world view rapid transit development as a continuous, evolutionary process. Typically construction is begun in a corridor of heavy demand. As patronage grows and operating experience is acquired, the line is progressively extended, a few miles at a time, until eventually, over a period of years, a full areawide system emerges."

The policy also states that improvements in transportation service should be sought not only through construction of new capital facilities but also through more effective management and operation of existing public transportation facilities and services.

"With escalating costs and intense competition for scarce federal resources, federal funds cannot be channeled into costly new capital projects without first maximizing the use of existing facilities," said Mr. Patricelli. "For many communities traffic management and other operational improvements in the existing transit system offer a meaningful solution to their transportation problems. This is why we view consideration of Transportation System Management (TSM) measures such as preferential lanes for buses, paratransit feeder services in low density areas, fringe parking facilities, ride sharing programs and auto disincentives as an integral part of developing a comprehensive transportation improvement program.

The policy statement notes that a full commitment of capital grant funds for construction in a specific dollar amount will be contingent upon local submission of evidence of a firm commitment of the non-Federal capital share; a State or local consensus regarding the financing of operating deficits; and a financial commitment to necessary supportive actions to promote the effective utilization of any proposed fixed guideway system.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR WEDNESDAY 10:00 A.M.  
September 29, 1976

Contact: Lloyd D. Schwalb  
Phone: (202) 426-4043  
DOT 65-76

Two grants totaling \$38,362,400 to the Chicago Transit Authority (CTA) for rehabilitation and replacement of obsolete transit facilities and equipment under Phase III of Chicago's capital transit improvement program and for installation of an extensive computer-controlled system for bus maintenance were announced today by U.S. Secretary of Transportation William T. Coleman, Jr. The grants were made by the Department's Urban Mass Transportation Administration (UMTA).

Secretary Coleman said, "upgrading of the 30 to 50-year-old facilities for both rail and bus transit service is vitally needed to ensure the jobs and mobility of thousands of Chicago area commuters and downtown residents."

"Two previous grants totaling \$263.1 million also provided funds for the CTA's system-wide modernization program," the Secretary said. "These previous grants included funds for 1,890 new buses and 200 new rapid transit cars in addition to other system improvements," he added.

"The urban mass transportation program," the Secretary pointed out, "has now provided \$546,204,921 (including \$1.8 million transferred from urban systems highway funds) to mass transit projects to improve public transportation in the Chicago metropolitan area."

Robert E. Patricelli, UMTA Administrator, pointed out that "4.3 million residents of the Chicago area are served by the facilities of the Chicago Transit Authority, the region's principal mass transit carrier."



"Ninety-nine percent of the City's population is within 3/8 of a mile of public transportation," the Administrator added, noting that the system carried more than 612 million bus and rapid transit riders last year.

The first grant of \$34,703,200 provides assistance for the improvement of CTA bus and rapid transit maintenance facilities, maintenance support equipment and rehabilitation of rapid transit tracks and structures. "The improved right-of-way will result in significantly better riding conditions for Chicago's rapid transit riders," Patricelli said.

Of this \$34.7 million grant, \$25.3 million has been approved from the Federal Transition Quarter (July through September) funds, and \$9.4 million will come from Fiscal Year 1977 funds when available, Patricelli noted.

The grant also provides for safety improvements such as the installation of a closed bus fuel system, modification of bus brake systems, replacement of control systems and panels on the CTA's series 6000 and 2200 rapid transit cars to conform to other cars in the fleet and lighting improvements at several terminals and garages.

The second grant of \$3,659,200 helps to buy and install a computer system to improve the CTA's maintenance program.

Secretary Coleman said, "It is the first UMTA grant to help in the purchase and installation of such an extensive computer system."

Currently, the Chicago Transit Authority leases time on a privately owned computer for its bus maintenance program. Use of the present system is estimated to have resulted in reduced operating costs of more than \$1.4 million annually for the CTA's 2,450 bus fleet.

As a result of this grant, the CTA bus maintenance activities, now operating out of only one garage, will be expanded to all 10 transit garages. The system is used to control activities, schedule work and increase supervisory effectiveness.

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A local source for additional information is Mr. Ron Luczak, Manager, Capital Development, Chicago Transit Authority, Merchandise Mart Plaza, P.O. Box 3555, Chicago, Illinois 60654, (312) 664-7200, (Project No. IL-03-0062).



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY, 12:45 p.m. EST  
September 30, 1976

Contact: Deborah Noxon  
Phone: (202) 426-4043  
DOT 66-76

Secretary of Transportation William T. Coleman, Jr. today announced the award of two grants totaling \$1,049,647 to the City of Austin, Texas for the provision of capital and operating assistance for the City's transit system. The grants were awarded by the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA).

"Austin has demonstrated a growing commitment to public transit by registering a 45 percent increase in ridership during the past two years," Secretary Coleman said. "These grants together with local resources will allow Austin to continue improving its regular transit routes and to expand its specialized services for the elderly and handicapped."

The first grant provides \$632,468 in capital assistance for the Austin Transit System under Section 5 of the Urban Mass Transportation Act of 1964, as amended. These funds will be used for the purchase of 10 buses, for the acquisition and installation of 400 bus stop signs, and for miscellaneous bus and transit shop equipment.

"This represents an important local decision to use part of Austin's formula allocated Section 5 money for capital as well as operating expenses," UMTA Administrator Robert E. Patricelli said. "We encourage other communities to follow Austin's lead in balancing capital and operating uses of these funds," he said.

Two of the new buses will be equipped with elevator lifts, tie-downs, and exterior handholds to provide specialized service for handicapped and senior citizens. The buses will operate as part of a dial-a-ride system for these citizens.



Four of the buses to be purchased will be used to initiate an express bus service from a park-and-ride lot to be constructed in northwest Austin. Four smaller buses also will be acquired to provide feeder service from outlying neighborhoods to existing major transit routes.

The second Austin grant provides for \$417,179 to cover local transit operating expenses. These funds may be used to help defray operating costs on a 50 percent Federal, 50 percent local share basis; they will aid Austin in continuing to improve the public transportation system in this growing Texas community.

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For additional information contact Joe Ternus, Director of Urban Transportation, City of Austin, (512) 477-6511. (Project No. TX-05-0012)

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