



# DEPARTMENT OF TRANSPORTATION

TAD-493  
**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR A.M. RELEASE, WEDNESDAY  
February 2, 1977

DOT 21-77  
Phone: (202) 426-4321

SECRETARY ADAMS  
APPROVES I-66

Secretary of Transportation Brock Adams today gave final approval to the construction of Interstate Highway 66 from the Beltway to the District of Columbia after receiving personal assurance from Virginia Governor Mills Godwin of his support for the future of the Metro system.

Adams instructed federal attorneys to file a petition with the United States District Court for Northern Virginia seeking the dissolution of a federal injunction that poses the final block to construction of the highway.

Adams said a key factor in his decision was the desire to enhance the completion of a regional Metro system for the District of Columbia and its Virginia and Maryland suburbs and for the federal government to make final decisions on controversial transportation issues. He pointed out that this has remained unresolved for 15 years.

"It was clear to me from a review of the facts and the arrangements arrived at between my predecessor and Governor Godwin only last month that failure to give the go-ahead would result in grave damage to the future of the Metro system," said Adams.

"If we are to make any progress at all in solving the transportation problems of this area we have got to stop this endless wrangling over the gordian knot that Metro/I-66 has become," said Adams. "The whole issue was too important to the overall transportation needs of the region. It had to be solved."

Adams said that "the Governor has reaffirmed to me his acceptance of the eight conditions originally imposed, and he has indicated to me his full support and continuing cooperation in completing the Metro rail system in Virginia."

In a letter dated January 13, 1977, Governor Godwin accepted on behalf of the Commonwealth of Virginia and its Department of Highways and Transportation the following conditions:

(1) The Commonwealth will provide right-of-way in the median for Metro, without cost to Metro, and will assist the Metro system by complete construction of the median to the point that rails may be placed by the Washington Metropolitan Area Transit Authority (WMATA) with minimal construction expense and will provide other assistance to Metro construction as discussed in the Final Four-Lane Supplemental Environmental Impact Statement, subject, of course, to federal participation in such work with interstate funds on the usual 90 percent federal - 10 percent state basis.

(2) In keeping with my announced intention, I am prepared to join with the local governments in requesting the transfer of funds previously allocated to I-266 in Virginia to Metro, under the "Interstate transfer" provision of federal law.

(3) The Commonwealth will restrict the use of the highway lanes in the peak direction, during peak hours, to buses, carpools of four or more persons, emergency vehicles, and vehicles bound to or from Dulles Airport. It is further agreed that these restrictions can be removed by the Virginia Department of Highways and Transportation or the Commonwealth of Virginia only with the concurrence of the U.S. Secretary of Transportation, the authorized transportation planning body for the metropolitan Washington area, and WMATA and, further, that the restriction may be removed by the U.S. Secretary of Transportation after consultation with these same parties. In either case, all environmental requirements would have to be met before the restrictions could be removed.

(4) Heavy-duty trucks (two-axled, six-tired or larger) will be excluded from the facility at all times.

(5) The Virginia Department of Highways and Transportation will submit a plan within 60 days from January 5, for DOT review and acceptance, detailing the enforcement approaches and resources which will be committed to assure compliance with the traffic limitations set forth above, including a plan for identifying automobiles bound to and from Dulles Airport.



(6) The Virginia Department of Highways and Transportation will construct no highway lanes in the I-66 right-of-way beyond the four which you have approved.

(7) The Virginia Department of Highways and Transportation will include the design elements and other features intended to minimize and compensate for adverse social and environmental impacts of the highway as set forth in the Final Four-Lane Supplemental Environmental Impact Statement and in your decision. This will include those set forth in Section V of your decision, providing for construction, insofar as possible, to be similar to that of the George Washington Parkway.

(8) The Virginia Department of Highways and Transportation will ensure that all construction will be carried out in a way that provides apprenticeship opportunities, skilled training and jobs for the participation of minority-owned enterprises.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
February 2, 1977

DOT 22-77  
Phone: (202) 426-4321

### DOT SETS UP EMERGENCY CENTER TO ASSIST HEATING FUEL SHIPPERS

The U.S. Department of Transportation has established a cold weather emergency transportation center with a toll-free "hot line" to expedite the shipment of heating fuels, Secretary Brock Adams announced today.

The center is intended primarily to assist carriers and shippers who may be having difficulty in complying with federal or state regulations concerning the movement of heating fuels by motor or rail transportation.

The center's toll-free hot line number is 800-368-7970

It will be staffed around the clock by DOT specialists to respond to an increasing number of inquiries from carriers and shippers of heating fuels.

DOT officials stressed that the emergency center will not be able to provide information or assistance to homeowners. That assistance is being handled by state and local emergency fuel agencies.

"The best way we can help ensure that sufficient heating fuel is reaching the nation's cold sections in a timely fashion during this crisis period is by smoothing the paths of the shippers and carriers to the local suppliers," Secretary Adams said. "That's the purpose of this center."

Specifically, the center will provide callers with information regarding filing for overweight permits, trip permits, reciprocity, licensing or motor fuel tax requirements.

The center will assist callers in obtaining information about revised safety and hazardous materials requirements of the Federal Highway Administration-Bureau of Motor Carrier Safety and the Federal Railroad Administration.

In an additional effort to assist heating fuel shipment, Secretary Adams urged private carriers or shippers to advise the DOT emergency center if they have Specification MC-330 or MC-331 tank semitrailers that are suitable for propane or LPG service, so that motor carriers with unused tractors can be informed of their availability.

Ice is hampering water transportation in some coastal and inland water areas. Coast Guard forces are providing all assistance possible. Priorities for service are being coordinated through the energy boards or offices of the respective states. Questions or problems should be referred directly to applicable state agencies.

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DEPARTMENT OF TRANSPORTATION  
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Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
February 3, 1977

DOT 23-77  
Phone: (202) 426-4321

SECRETARY ADAMS SAYS SOME CHANGES  
WILL BE MADE IN DOT BUDGET REQUESTS

In a statement to a hearing of the House Appropriations Transportation Subcommittee, Secretary Adams said DOT is currently reviewing the previous Administrations's budget. "Obviously, we think that some changes should be made in these requests and in the philosophy they represent," he added.

"Possible changes are now being reviewed within the Administration and will be presented to this Subcommittee as the various elements of the department testify on their requests over the next few weeks," he said.

As a member of Congress in 1974, the Secretary said he had urged a unified approach to federal transportation spending and he continues to hold the view that the federal government and Congress should treat transportation as a unified system, not a series of separate modes and competing interests.

"The subject of transportation financing--how we should raise and spend the funds necessary to improve and to operate our transportation systems--will consume a great deal of my personal attention as Secretary," he said.

In line with the Carter Administration's philosophy of simplifying government operation, Secretary Adams said he would study the possibility of consolidating the funding for several major transportation assistance programs due for reauthorization within the next two years. But he said he would not make a "premature commitment" on the final result.

Discussing his work priorities for the coming year, the Secretary said his first order of business would be to review decisions by former Secretary William T. Coleman, Jr., on such matters as I-66, Westway, air bags and deepwater ports. "I am doing this now and will, as necessary, either reaffirm or revise these decisions," he said.

To further protect the nation's marine and coastal environment from tanker accidents, beyond the steps already taken this week by DOT, Secretary Adams said the Administration would support a comprehensive oil spill liability program to insure that oil spills will be cleaned up promptly and effectively and persons who suffer damage will be compensated quickly for economic losses.

In addition, DOT will continue its efforts to improve the Coast Guard's capability to handle oil spills in all weather conditions.

Aviation regulatory reform proposals will be developed by DOT in close cooperation with Congress, the Secretary said. The reforms will be designed to improve service for the consumer without harming service to local communities or undermining the financial stability of the airlines. "In considering reform proposals we must be mindful of the serious impact they could have on employment in the airline and aerospace industries."

DOT also will work closely with Congress to make sure the airline industry has sufficient financial resources to reduce the noise level of its older planes and, over the next 10 years, to replace aging aircraft.

On an overall basis, DOT's programs must be part of President Carter's program to reduce unemployment and revitalize the cities, the Secretary noted. "I think all of DOT's programs must be looked at in the context of their effect on employment, the environment, and the quality of our life."

Secretary Adams said DOT had taken certain steps to ease the transportation of essential goods and services in areas affected most by the recent blizzard and the continued cold weather. Among the actions are:

• The Coast Guard and the St. Lawrence Seaway Corporation are trying to obtain an air cushion vehicle from Canada which has been used successfully to break ice up to two feet thick. Currently, for example, 141 fuel barges in the lower Ohio River are waiting for ice conditions to ease.





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
February 4, 1977

DOT 24-77  
Phone: (202) 426-4321

DOT ACTS TO EASE MOVEMENT OF FOOD AND FUEL  
TO AREAS AFFECTED BY SEVERE COLD WEATHER

Secretary of Transportation Brock Adams announced today the U.S. Department of Transportation has taken actions to ease the transportation of food and fuel to areas hardest hit by recent blizzards and continued cold weather.

A DOT hot line is in operation for use by governors or directors of state departments of transportation to speed the movement of needed barges, railroad cars or the diversion of truck traffic. Secretary Adams said the system was used successfully to route fuel shipments during a truckers' strike several years ago.

The phone line ties directly into DOT headquarters and is handled by the Coast Guard, Federal Railroad Administration and Federal Highway Administration, all elements of DOT.

To open up ice-jammed rivers, the Coast Guard and the St. Lawrence Seaway Development Corporation are attempting to obtain the use of a Canadian air cushion vehicle, which can operate in areas not accessible to deep-draft icebreakers.

The Coast Guard has contacted the Army Corps of Engineers about immediate use of a similar vehicle. In addition, the Coast Guard will attempt to fly from England special bow attachments to convert some Coast Guard vessels into icebreakers in an effort to free ice-bound barges on the lower Ohio River.

Secretary Adams said the Federal Highway Administration's Bureau of Motor Carrier Safety has waived during February hours of service requirements for truck drivers hauling heating fuels, food, livestock, poultry feed and other life-supporting commodities.

If the extreme cold weather continues for more than 30 days, other steps can be taken, Secretary Adams said, including a directive from the President to the Secretary under a section of the Defense Production Act to make the proper allocation of available transportation capacity.



The action would not require new legislation, Secretary Adams added, but would follow well-established procedures used previously, for example, in a rail strike.

# # #

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

**CONSUMER ADVISORY  
REQUEST FOR  
PUBLIC COMMENT**

FOR RELEASE MONDAY  
February 7, 1977

DOT 25-77  
Phone: (202) 426-4321

ADDITIONAL PUBLIC COMMENT REQUESTED  
ON GOALS STUDY FOR TRUCKS AND BUSES

Additional public comment has been requested on a federal study outlining possible improvements after 1980 in fuel economy, safety, noise and exhaust emission levels for large trucks and buses, the U.S. Department of Transportation has announced.

The study was conducted by a task force of six federal agencies and the National Science Foundation at the request of the President's Energy Resources Council. The task force's draft report was originally published in May 1976 and a short period for public comment followed.

In November a revised executive summary was issued and, recently, most of the study's goals were included in the Secretary of Transportation's report on national transportation trends and choices for the next 25 years, released on January 14.

Before the task force study is revised, a second comment period has been provided. It will extend until April 29.

The report represents an important part of the federal government's on-going voluntary truck and bus fuel economy program in which commercial vehicle manufacturers, suppliers, operators, trade associations and labor groups are making a concerted effort to conserve fuel.

As an integral part of the program, DOT, the Federal Energy Administration (FEA) and the Environmental Protection Agency (EPA) agreed to review their safety, economic and environmental regulations which affect fuel economy. The report is a first step toward meeting that agreement.



The agencies comprising the task force are DOT, FEA, EPA, Energy Research and Development Administration, Interstate Commerce Commission, U.S. Postal Service and the National Science Foundation.

The Federal Register of January 31 announced the availability of the goals study for public comment and summarized many of the comments received.

Copies of the summary of comments, the goals study and the revised executive summary are available from the Manager, Voluntary Truck and Bus Program, TST-50, U.S. Department of Transportation, Washington, D.C. 20590. Phone: (202) 426-4560.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
February 8, 1977

DOT 26-77  
Phone; (202) 426-4321

### DOT FILES COMMENTS WITH CAB ON APPLICATIONS FOR CHANGES IN SERVICE, FARES AT MIDWAY AIRPORT

The U.S. Department of Transportation has told the Civil Aeronautics Board it supports the applications of air carriers to offer new service into and from Midway Airport in Chicago at substantially lower fares than are charged by airlines using Chicago's O'Hare International Airport.

In comments filed on February 4 with the CAB, DOT said new entry and price competition of the type presented in the applications would provide consumers with lower prices and better service. "DOT believes the interest of consumers in lower fares and better transportation services as they are presented in this case warrant our active participation," DOT said.

It also said the scheduled CAB hearing on the proposals should be limited to determining the fitness of the airlines to provide the proposed service and the selection of one or more carriers.

The CAB has set a hearing on the applications of Midway Airlines, a new carrier that requested authority to operate non-stop service between Midway Airport and six cities, and Midway (Southwest) Airway Company, which asked to provide service between Midway Airport and 14 cities.

DOT said the CAB hearing should not discuss the need for the proposed service because the desirability of increasing service to Midway Airport is well established. The proceeding also should refrain from examining the fare proposals of the two applicants in relation to other carriers which use O'Hare Airport and provide a different service than is proposed by Midway and Midway (Southwest).

A CAB fare examination is based on a carrier filling an average of 55 percent of its passenger seats. The applicants propose a different type of service that would have significantly higher load factors, and the normal criteria should not be applied, DOT said.



"To do so is to force all new services into the same old mold, thus stifling innovation and delaying unduly the authorization of this badly needed service," DOT continued.

The proposed service also would make better use of aviation resources, including fuel, DOT commented.

The department also said scheduled service to Midway Airport "has declined almost to the vanishing point." The number of daily scheduled departures had decreased from 83 in 1970 to two by the first quarter of 1976.

Midway Southwest has requested authority to fly between Midway Airport and Buffalo, Detroit, Cincinnati, Cleveland, Columbus, Ohio, Dayton, Pittsburgh, Louisville, Memphis, Kansas City, St. Louis, Des Moines, Omaha and Minneapolis/St. Paul.

Midway Airlines has asked for the right to provide service from Chicago to St. Louis, Minneapolis/St. Paul, Cleveland, Pittsburgh, Kansas City and Detroit.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
February 10, 1977

DOT 27-77  
Phone: (202) 426-4321

Secretary of Transportation Brock Adams will actively seek the help of the public in developing national transportation policy and solving national transportation problems.

In his first major speech since assuming office, Secretary Adams today told the Consumer Federation's Assembly, meeting in Washington, that he plans a series of "Transportation Town Meetings" in a city within each of the nine federal regions.

He announced the first meeting will be held in Boston on February 23rd.

The Secretary said the meetings are being planned "so that we can talk to the government officials at the state and local level, the shippers and users of transportation and the people who travel the roads, the airways and the railways that are the department's responsibilities."

President Carter has urged that meetings with the public be given precedence over more formal speaking engagements, and I find that an easy recommendation to follow, the Secretary said.

"Certainly, transportation has its special interests -- more so, perhaps, than any other field -- but the overriding special interests, in my opinion," he said, "are those of the American consumer. When we satisfy those, we will have served the nation's greatest needs."



On the issue of deregulation of transportation industries, Secretary Adams said the concept has been sold on the theory that it would protect the consumer by allowing market forces to work more effectively, and, in theory, lower prices and better services would result.

"I have not accepted this theory," he said, "because the whole history of American transportation has been one of having to regulate industry with monopolistic tendencies. This regulation was designed to prevent powerful economic forces from controlling transportation, using it to obtain competitive advantages, or from dominating a transportation mode in order to force smaller competitors out of business.

"There is no question," Secretary Adams said, "that the system, over time, has become too rigid and often becomes dominated by those who are being regulated. But the answer to this is to correct the faults of regulation and not remove protection for the consumer."

In another facet of his address, Secretary Adams suggested a new approach to financing federal transportation programs by the adoption of a "combined transportation account."

"I learned as chairman of the Budget Committee the worth of the congressional budget process in setting priorities for spending within realistic estimates of revenue," the Secretary said. "This process permitted us to look at federal spending in terms of broad functional categories, rather than in a series of ad hoc decisions on authorizations and appropriations for individual programs.

"I believe," Secretary Adams said, "we in the Executive Branch must begin to think in the same terms. Such an approach will enable us to decide how to shift the federal investment in transportation as our national needs change with time, rather than simply adding up the requests of each interest, even if they conflict."

Within a combined transportation account, a form of financing for each transportation mode can be found which most suits it and is fairest to the user and the taxpayer, the Secretary said.

"For example," he said, "mass transit should not be considered a service to commerce but part of urban development -- a public service needed to restore our cities. The farebox will clearly never pay the costs of mass transit and private enterprise does not want to be involved unless subsidized.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
February 15, 1977

DOT 28-77  
Phone: (202) 426-4321

The U.S. Department of Transportation today discontinued its cold weather emergency transportation center "hot line" telephone service, established February 2 to assist carriers and shippers in expediting the bulk shipment of heating fuels.

"Our emergency transportation center was set up to help the nation through the recent severe winter weather," Secretary of Transportation Brock Adams said. "It has served that purpose effectively."

While in operation, the center handled approximately 750 calls through its toll-free emergency number. The DOT operation provided a central location to handle inquiries from shippers, carriers and receivers needing government help to speed heating fuels to the sections of the country suffering through one of the worst prolonged cold spells in the nation's history.

DOT specialists at the center either answered the telephone inquiries directly or referred them to the proper agencies to provide the quickest solutions. Follow up calls were made by DOT specialists to ensure that all possible governmental action had been taken.

The emergency number was 800-368-7970. It is no longer in service.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590



FOR RELEASE WEDNESDAY  
February 16, 1977

DOT 29-77  
Phone: (202) 426-4321

DOT REQUESTS COMMENT ON STUDY  
OF ELECTRIC AND HYBRID VEHICLES

The U.S. Department of Transportation wants to know if traffic laws, taxes, regulations and other factors may hinder the development and use of electric cars and other unconventional vehicles.

DOT is conducting a study of these issues at the request of the Energy Research and Development Administration (ERDA).

As part of the research, DOT has requested public comment on the institutional barriers that may bias an area's transportation system against electric or hybrid vehicles. A final report on the study results will be sent to Congress on September 17.

Under the Electric and Hybrid Vehicle Research, Development and Demonstration Act of 1976, a program was established in ERDA to promote the technological development of electric and hybrid vehicles and demonstrate their feasibility on the nation's highways. A hybrid vehicle combines a gasoline or diesel engine and energy storage from a battery or flywheel.

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The act states Congressional policy is to remove as many obstacles as possible to increased use of these vehicles because many short trips in urban and rural areas could be handled by this technology.

Among the potential sources of legal bias are federal and state laws that may affect the manufacture, distribution, purchase, ownership and operation of these cars. Included are regulations concerning safety, emissions standards, fuel (energy) economy and insurance.

Environmental factors that may prevent increased use include traffic control, urban design and the electrical supply.

For example, in traffic control the study will examine speed laws, the timing and sequence of traffic lights and the possibility of separating vehicles by performance differences.

Sources of bias in urban design may include zoning requirements on refueling stations for these vehicles, exclusion policies for central business districts, and intermodal and urban growth planning.

The study of the electrical supply concerns Federal Power Commission policies, electric rates and pricing structure and the availability of systems to deliver the electricity.

In public and private policy, some possible areas of bias are financing, fleet and individual purchase policies, and federal research and development activities.

DOT has asked for written comments on the issues to be discussed in the study or any others that may be relevant. Comments received by April 1 will be considered, while those received after that date will be used only if it is feasible.

Comments should be sent to the Docket Clerk, OST File No. 50, Office of the General Counsel, Department of Transportation, Washington, D.C. 20590.

The comments will be available, both before and after the closing date, for inspection, copying and responsive comment in the Office of the Assistant General Counsel for Operations and Legal Counsel, Room 10100, DOT Headquarters, 400 Seventh St., S.W., Washington, D.C., from 9 a.m. to 5:30 p.m., Monday through Friday except federal holidays.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

**CONSUMER ADVISORY  
REQUEST FOR  
PUBLIC COMMENT**

FOR RELEASE WEDNESDAY  
February 16, 1977

DOT 30-77  
Phone: (202) 426-4321

### SECRETARY ADAMS TO REVIEW DOT POLICY ON PURCHASE OF ADVANCE DESIGN BUSES

Secretary of Transportation Brock Adams said today he will review departmental policy concerning the purchase of advanced design transit buses to meet the concerns of city and state governments, manufacturers and elderly and handicapped riders.

Secretary Adams set a public hearing for March 15 and invited representatives of interested groups to attend. He promised a decision by May 27.

The U.S. Department of Transportation helps finance the purchase of new buses for many municipalities through its Urban Mass Transportation Administration. UMTA provides 80 percent of the cost and the municipality 20 percent.

Regulations for new bus design are important not only to the manufacturers and purchasers, but also to elderly and handicapped passengers, who have argued that buses should have low steps and platforms capable of taking wheelchairs.

"My review of these regulations," Adams said, "is to make certain that the best bus is made available to the American people, that the needs of the elderly and handicapped are addressed and that the federal participation encourages a viable and competitive bus manufacturing industry."

New bus regulations had been scheduled to go into effect on February 15. They would have required the first step of a new bus to be no more than 24 inches off the ground and have 8-inch high front door steps. A requirement that bus manufacturers offer purchasers optional equipment for loading wheelchairs will go into effect as scheduled.

The Secretary's decision, published in today's Federal Register, also asked for comments by February 24 on procedures that will enable cities receiving UMTA funds to compare advanced design buses.

The public hearing will be held on March 15 from 9:30 a.m. to noon and 2 p.m. to 5 p.m. in room 2230 at DOT Headquarters, 400 Seventh St., S.W., Washington, D.C. Requests to testify will be accepted from public officials, representatives of recognized organizations and manufacturers. Prospective witnesses with similar views may be asked to combine their presentations.

Secretary Adams said a central issue to be discussed at the public hearing will be Transbus, a DOT program which began in 1971 to develop a new type of bus, provide elderly and handicapped persons better access to mass transit and encourage competition in the bus manufacturing industry. The Transbus program was ended in 1976.

The termination of the Transbus program and decisions made by the three bus manufacturers have placed these companies in a different competitive situation, Secretary Adams said. AM General has said it relied on a federally-approved and financed Transbus. General Motors Corporation and Flxible Company, a subsidiary of Rohr Industries, are committed to producing an advanced design bus incorporating many, but not all, of the Transbus innovations.

Secretary Adams said the hearing should assist in resolving these issues:

-- Should the Secretary require or encourage the use of a Transbus performance specification for all new transit buses purchased after a certain date?

-- If Transbus is required, other questions must be answered. What should be the effective date of the requirement? What should be the floor height? What equipment should be required or made optional to assist elderly and handicapped persons and where should it be located? Is additional research and development needed? What should be the federal government's role, including financing, in producing Transbus and accomplishing these objectives?

-- If the Secretary decides only to encourage, not require, Transbus, what should be the federal role in accomplishing that goal?



Any public official or representative of an organization who wants to testify at the hearing should write to the General Counsel by March 1 (marking "Transbus hearing" on the envelope). The address is Docket Clerk, Office of the General Counsel, TGC-10, ATTN: Docket No. 51, U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.

The letter should contain the following information:

1. Name and address.
2. Telephone number during normal working hours.
3. Capacity in which presentation will be made.
4. Principal issue to be addressed.
5. Time desired.

Written comments should be received on or before April 1.

# # # #

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE FRIDAY  
February 18, 1977

DOT 32-77  
Phone: (202) 426-4321

### FIVE TOP LEVEL DOT OFFICIALS SWORN IN

Several top level Department of Transportation officials were sworn in this week following Senate confirmation of their nominations.

They are Alan Butchman, deputy secretary; Linda Heller Kamm, general counsel; Chester Davenport, assistant secretary for policy, plans and international affairs; Terrence L. Bracy, assistant secretary for congressional and intergovernmental affairs; and Mortimer L. Downey III, deputy under secretary, whose appointment did not require Congressional confirmation.

Secretary of Transportation Brock Adams expressed pleasure at the quick confirmation by the Senate of the top level appointments.

"The Senate's prompt action on these nominations by President Carter shows its agreement that in the years ahead each of these persons will serve the department and the nation well," Secretary Adams said.

Butchman, 38, was from 1970 until becoming deputy secretary, the administrative assistant to the then Representative Adams. Kamm was general counsel to the House Budget Committee, and Downey was budget analyst on transportation matters for the committee. Both went to work for the committee in 1975. While a member of the House, Secretary Adams was chairman of the budget committee.

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Davenport, immediately prior to joining the department, was team leader of the HUD/DOT cluster for President Carter's transition team.

Bracy was legislative assistant to Representative Morris K. Udall before coming to DOT.

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For further information, contact: Jerry J. Clingerman  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
February 18, 1977

DOT 31-77  
Phone: (202) 426-4321

### SAFETY REGULATIONS FOR SHIPMENT OF LIQUIFIED NATURAL GAS

The Department of Transportation will strengthen its safety standards in anticipation of significantly increased shipments of liquified natural gas (LNG) in the effort to alleviate the energy shortage.

Secretary of Transportation Brock Adams said today the U.S. Coast Guard is speeding up its final review of previously proposed safety regulations designed to minimize the hazard of water shipment of LNG. Published in the October 4, 1976, issue of the Federal Register, the proposed standards will lessen the danger of leakage or explosion, either at sea or in port.

Also, the Secretary said, the department's Materials Transportation Bureau is preparing for publication an advanced notice of proposed rules for LNG safety. Following the comment period established by the notice, the Materials Transportation Bureau will propose additional safety standards for LNG storage and processing facilities, the Secretary said.

Existing DOT gas pipeline safety standards incorporate by reference the National Fire Protection Association standards for LNG and cover the design, construction, testing, operation and maintenance of LNG facilities. These standards, issued under the Natural Gas Pipeline Safety Act, protect persons and property near LNG facilities used for transfer, treatment and storage in pipeline transportation. They complement the proposed and existing Coast Guard LNG safety regulations.

Secretary Adams said the Coast Guard will continue to develop the maritime safety factors to be considered by Federal, State and local governments in conjunction with LNG matters. He pointed



out that the Federal government should primarily emphasize cooperation with State and local authorities in establishing safety standards for LNG facility development. The State and local authorities deserve the opportunity to develop specific plans and make beneficial determinations with appropriate support and assistance from the Federal government.

The Coast Guard is conducting additional LNG "Cloud Burn" experiments at the Naval Weapons Station, China Lake, California. The experiments are a part of Phase III of the Coast Guard's Vapor Cloud Behavior Study, which, since 1973, has been examining the potential hazard of accidental release of LNG and other cryogenic (cold) marine cargoes. Phase III of the study is being conducted in cooperation with the Energy Research and Development Administration, the American Gas Association and DOT's Office of Pipeline Safety Operations.

Following analysis of test results, a final report and documentary film are scheduled to be released in May 1977.

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For further information:  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

TAP 493

FOR RELEASE FRIDAY  
February 18, 1977

DOT 32-77  
Phone: (202) 426-4321

### FIVE TOP LEVEL DOT OFFICIALS SWORN IN

Several top level Department of Transportation officials were sworn in this week following Senate confirmation of their nominations.

They are Alan Butchman, deputy secretary; Linda Heller Kamm, general counsel; Chester Davenport, assistant secretary for policy, plans and international affairs; Terrence L. Bracy, assistant secretary for congressional and intergovernmental affairs; and Mortimer L. Downey III, deputy under secretary, whose appointment did not require Congressional confirmation.

Secretary of Transportation Brock Adams expressed pleasure at the quick confirmation by the Senate of the top level appointments.

"The Senate's prompt action on these nominations by President Carter shows its agreement that in the years ahead each of these persons will serve the department and the nation well," Secretary Adams said.

Butchman, 38, was from 1970 until becoming deputy secretary, the administrative assistant to the then Representative Adams. Kamm was general counsel to the House Budget Committee, and Downey was budget analyst on transportation matters for the committee. Both went to work for the committee in 1975. While a member of the House, Secretary Adams was chairman of the budget committee.

- more -



Davenport, immediately prior to joining the department, was team leader of the HUD/DOT cluster for President Carter's transition team.

Bracy was legislative assistant to Representative Morris K. Udall before coming to DOT.

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE

Friday, February 25, 1977

DOT 33-77

Phone: 426-4570

A new approach to managing the Nation's mass transit funding program will provide enough money to last through Fiscal Year 1979, Secretary of Transportation Brock Adams said today.

Testifying before the Subcommittee on Housing and Urban Affairs of the Senate Committee on Banking, Housing and Urban Affairs, Adams noted that the previous Administration's method of accounting would have required \$1.1 billion in new appropriations to operate the Urban Mass Transportation program through 1980.

That shortfall would have occurred because the entire cost of each mass transit project that takes years to complete was set aside as the contract is approved. Secretary Adams said he would not follow that course.

"Accordingly," he stated, "it is not necessary to provide new (funding) authorizations at this time." Adams said he will present his mass transit fund requests for Fiscal Year 1980 and beyond to the Congress no later than May 15, 1978. The interim period will be used to study ways of simplifying federal programs and increasing local flexibility and initiative.

"This Administration obviously views mass transit as a program that will continue for the foreseeable future," Adams testified before the committee chaired by Senator Harrison Williams (D., N.J.). "This view of the program, together with the new funding processes required under the Congressional Budget Act, allows us to modify the method for controlling program commitments."

This means, the Secretary added, that as some projects phase down, there will be money available to begin new ones within the same annual program level. "It is no longer necessary to freeze available contract authority to cover all existing 'future year' commitments," he said.

Commenting on one funding process under consideration, Adams said:

"Program continuity for major capital investments could be maintained by a rolling five year authorization cycle, in which appropriations are provided at least one year in advance. Every two years an authorization level would be



recommended for the following five years based on continuing replacement and modernization requirements, construction schedules of major projects already underway, and estimates of new program needs. Each year an advance appropriation would be sought for the following year. This would provide a basis for advance planning without unduly compromising congressional fiscal options. The advance planning would be applicable to all projects, not just those proceeding on a multi-year basis."

Adams offered several suggestions in respect to Senator Williams' mass transit bill, S. 208.

On the bill's provisions for the Section 5 formula grant program, Adams said UMTA already has sufficient contract authority to carry the program through Fiscal Year 1980 -- except for the \$125 million that was "borrowed" to finance the Transition Quarter.

"We have no objection to restoring this \$125 million at this time," he stated, "but we do not support providing authorizations now for Fiscal Years 1981 and 1982."

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# DEPARTMENT OF TRANSPORTATION

TAD-493  
**NEWS**

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