



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR 9:30 A.M. RELEASE FRIDAY
April 1, 1977

DOT 44-77
Phone: (202) 426-4321

Secretary of Transportation Brock Adams said today the Cannon-Kennedy bill and President Carter's proposals provide an appropriate conceptual framework for reform of the aviation industry.

"I believe that we should remove regulation where it is unnecessary, where it is not serving the public interest, and where competition could do a better job," Secretary Adams told the members of the Subcommittee on Aviation of the Senate Committee on Commerce, Science and Transportation.

Regulatory solutions must involve, he said, freer entry into the aviation system, competition in both routes and rates and provisions for exiting the system.

"As we move to correct these problems," Secretary Adams said, "we face some potentially disruptive side effects which also must be addressed so we do not produce chaos out of the present system.

"First," he said, "we must maintain quality service to our smaller communities. The President has made it quite clear in his statement that small communities must be protected against the loss of needed air service. This means we must not only maintain the existing small community service but also not damage it further as we reform the system."

Also, the Secretary said the problems of how shifting to market forces may affect airline users and employees and the financial impact on airport owners and airline investors must be addressed.

In discussing the concepts contained in the various regulatory reform bills before the Committee, Secretary Adams made the following recommendations:

Entry Into the System

A more open system of route awards and entry is needed, although a greater amount of transition may be required than is provided by the Cannon-Kennedy bill.

The Civil Aeronautics Board (CAB) policy declarations should be changed. The Board's attention should be directed towards competition, innovation and the encouragement of new carriers.

Time limits should be placed on CAB actions and the provisions of the Cannon-Kennedy bill seem appropriate.

Unused authority should be used within a specified time or opened to new entry.

Competition is consistent with the public convenience and necessity and you should have to prove your case if you're against new competition.

Allowing commuter carriers to use larger planes would be a wise change and they should be involved in a new small community program.

Some amount of discretionary new entry will provide carriers the flexibility to provide a more efficient and low-cost air system, but year-around service should be required and transcontinental service should not be phased-in in the first instance.

Enroute Competition

Proceed gradually to increased entry within a fixed statutory framework that treats all carriers, big and small, new and old, as equitably and as even-handedly as possible.

Rate Competition

A pricing zone in which carriers can increase or decrease rates without CAB interference.

A maximum upward increase of no more than ten percent per year and downward flexibility of perhaps 20 percent.

For fares reduced more than 20 percent, the CAB should have power of review to ensure that fares are not predatory.

Exit from the System

A carrier should not be forced to stay in a market where it believes it cannot survive.

Maintenance of a National System

A transition period is essential to help with the problems that may arise in some small communities in the event of an abandonment of service.

A carrier proposing to abandon a route should give ample notice (120 days). If there is an applicant or another carrier available to give service, exit can occur. If there is not, then the CAB upon application from the community involved could extend service another 120 days to give the community time to find another carrier and apply for a subsidy.

Any subsidy should be related to the needs of a particular point and not to the needs of a carrier and the carrier's whole system.

Any new subsidy program should involve cost sharing by the state or locality for those points not included under the present subsidy system. Not to involve the state or locality in the costs of a program encourages waste.

Any subsidy program should be open to commuter carriers, subject to assurances of safety and financial responsibility.

Provisions to Avoid Hardship

Labor should be protected against any dislocations or hardships associated with the transition to an improved regulatory system. We should consider carefully what might occur in the event of failure in the system causing significant unemployment.

Consideration of Financial Impact

We should be certain the franchise operations of existing carriers are not immediately destroyed by discretionary entry.

There will be some disruption if carriers withdraw from airports or do not land as many flights when fees determine the financial basis of an airport operation.

Mergers

Merger authority should be retained by the CAB. Stronger merger standards and the placing of time limits on considerations would be supported.

Agreements

The CAB's power to sanctify agreements should be limited, and in the case of capacity, removed. Agreements on ticketing and baggage should be affirmed.

International Aviation

The President should retain his present authority with respect to international aviation. The Constitution requires the President to conduct foreign relations in aviation as well as in other fields.

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For further information:
William W. Bishop



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
April 5, 1977

DOT 43-77
Phone: (202) 426-4321

The U.S. Department of Transportation has published a booklet summarizing recent information concerning transportation of the elderly and handicapped.

The report, entitled "Transportation and the Elderly and Handicapped - A Literature Capsule," is one of a series of publications issued under the department's technology sharing program. It is designed to familiarize the reader with previously-released reports and documents on transportation of elderly and handicapped persons.

The 83-page publication is organized into these three sections:

- An introduction to the literature gives the scope of current research and planning in transportation for the elderly and handicapped.

- Summaries of five reports introduce the types of issues and analysis currently being considered in transportation research and planning for elderly and handicapped persons. Three of the reports were prepared for DOT, and the other two were done for the Department of Health, Education, and Welfare.

- An annotated bibliography contains 116 selections in transportation which focus on the elderly and handicapped. The section is organized into the categories of overview, needs, programs, planning and policy.

According to the DOT publication, the predominant transportation program for the elderly and handicapped is an area-wide special service, which is primarily advance-registration, door-to-door service.

-More-

A wide variety of organizations provide these special services including private non-profit agencies, public transit operators and specially-designated public authorities. Services are financed by various combinations of social service agency contracts, non-profit organization membership fees, and local, state and federal grant and demonstration funds.

Development of the report was sponsored by the Office of Research and Development Policy in the Office of the Secretary of Transportation.

Single copies of the booklet are available from R. V. Giangrande, Technology Sharing Program Office, Transportation Systems Center, Kendall Square (Code 151), Cambridge, Mass. 02142. Phone: (617) 494-2648.

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For Further Information:
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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR 10:00 A.M. RELEASE WEDNESDAY
April 6, 1977

DOT 46-77
Phone: (202) 426-4321

The Department of Transportation has sufficient authorization to carry its urban mass transportation capital grant program through Fiscal Year 1979 at a reasonable level, Secretary Brock Adams said today.

Testifying before the Subcommittee on Surface Transportation of the House Committee on Public Works and Transportation, Secretary Adams said, "Within this balance -- over \$1.9 billion at the end of FY 1978 -- there are sufficient funds to provide engineering grants for any of the projects which may become candidates for commitments when new authorizations are enacted!"

"We intend," the Secretary said, "to evaluate further program options and to suggest the enactment during the 95th Congress of new authorizations for 1980 and beyond."

The recommendations to the next Congress, he said, will take account of the funding required to complete projects already underway, those which have received tentative commitments and prospective new commitments.

With respect to the formula grant program, funds from which are used at the local level for both capital costs and operating expenses, the Secretary said there is sufficient contract authority to carry the program through FY 1980, except for \$125 million "borrowed" to finance the program during the 1976 transition quarter. He said there is no objection to restoring the \$125 million "borrowed" funds at this time.

In commenting on the issues involved in five urban mass transportation bills now before the committee, Secretary Adams made the following recommendations:

Operating Assistance to Rural Areas

Agreed in principle with a proposal to permit rural areas to use grant funds for operating expenses in addition to capital costs. But he said such action may be premature as DOT will consider the needs of rural and small urban areas in developing comprehensive program proposals during the next year. Also he said there is a need to coordinate a wide variety of federally-assisted transportation services under a number of social service programs.

Study of Federal Social Service Transportation

Recommended that DOT take the lead in providing a realistic set of proposals concerning transportation components of social service programs. DOT and HEW have taken steps to fund in the near future up to five demonstration programs aimed at determining the feasibility of consolidating existing transportation resources within several HEW-sponsored programs.

Service to the Elderly and Handicapped

Declined to comment at this time on provisions regarding the accessibility of buses to the elderly and handicapped, pending his decision by May 27 on required improvements to transit bus design to facilitate transportation for the elderly and handicapped.

It is desirable to have a fixed definition of elderly, and DOT favors the standard of age 65, rather than 60.

Opposed amendments that would establish a national advisory council on mass transportation for the elderly and handicapped and local advisory councils in urban areas as DOT regulations already include a strong requirement for involving the public -- including the elderly and handicapped -- in every local transportation planning process.

It is inappropriate to mandate that specific portions of program funds be set aside only for meeting elderly and handicapped requirements.

Grants for Training Programs

Supported a proposal to broaden DOT's authority to make training grants to employees of transit systems.

Loan Forgiveness

Endorsed a proposal to give the Secretary of Transportation authority to convert prior capital assistance loans to grants or to forgive principal and interest on a prior loan in lieu of a cash grant. The provision would apply to only the State of Rhode Island and the City of Philadelphia. A loan was made to Rhode Island before the existence of a grant program. A loan was made to Philadelphia because of local problems with providing matching funds.

Bus Inspections

Opposed a provision that would make financial assistance under the Urban Mass Transportation Act contingent upon the establishment of bus safety inspection systems for all buses operating in both intrastate and interstate commerce, including school buses. There is no reasonable basis for conditioning the extensive grant activities, which include major rail construction, on the availability of state inspection systems which may be unrelated to any UMTA program. The authority provided by the proposal would duplicate existing authority administered by the National Highway Traffic Safety Administration and the Bureau of Motor Carrier Safety in the Federal Highway Administration.

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For further information:
William W. Bishop



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 7, 1977

DOT-R-17-77

SAN JOSE TOWN MEETING ON TRANSPORTATION RESCHEDULED

The San Jose Town Meeting on Transportation to be conducted by U.S. Secretary of Transportation Brock Adams has been rescheduled for Thursday, April 21, 1977. The meeting will be held from 4:00 p.m. until 7:00 p.m. in McCabe Hall in the San Jose Convention and Cultural Center at Market and San Carlos Streets.

Secretary Adams will hear testimony on transportation problems and suggested solutions from various citizens' and business groups. The Secretary said the early evening scheduling should give more people a chance to attend the public meeting.

Secretary Adams also said that speakers, as well as others attending the meeting, are invited to bring a brief written statement outlining their views and suggestions. He said that all written material submitted will receive his personal attention.

For additional information contact Robert Marx, in the U.S. Department of Transportation Office of Public Affairs in Washington, D.C., at (202) 426-2147.

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DEPARTMENT OF
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WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
April 7, 1977

DOT 45-77
Tel. 202-426-9550

ADVISORY GROUP RECOMMENDS DOT
RETAIN AIR BRAKE REQUIREMENT

Retention of a federal requirement for anti-skid systems on air-brake equipped trucks and buses has been jointly recommended to the U. S. Secretary of Transportation by special subcommittees of the National Highway Safety Advisory Committee and the National Motor Vehicle Safety Advisory Council.

The recommendation was one of several forwarded to Secretary Brock Adams by the Truck and Bus Safety Subcommittees following a recent two-day public meeting on Federal Motor Vehicle Safety Standard No. 121, "Air Brake Systems." The advisory groups are responsible for advising the secretary on matters relating to highway safety activities.

Analyzing 28 presentations made by industry and government representatives at the March 17-18 meeting, the subcommittees concluded that while there have been some maintenance problems with the safety standard, "FMVSS 121 offers outstanding vehicle handling and braking safety concepts, which should not be abandoned at this time."

Specifically, the subcommittees' recommendations urged that:

- o FMVSS 121 should remain in effect and motor carriers should be required, effective Jan. 1, 1978, to increase their preventive maintenance efforts.

- o All current temporary exemptions, including those of buses, should be continued until Jan. 1, 1979.

o Buses which have had the 121 anti-lock systems disconnected, or were built prior to approval for disconnection by the National Highway Traffic Safety Administration (NHTSA) on Jan. 6, 1976, should be considered in compliance with the safety standard, and should not have the anti-lock components reconnected.

o Refuse trucks and mobile cranes should be exempt from the anti-skid, wheel-lock provision of the safety standard.

o Consideration should be given to an offer of tax reductions for vehicle buyers who purchase, as options, advanced safety systems before they are required by the federal government.

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
April 11, 1977

DOT 47-77
Phone: (202) 426-4321

The U.S. Department of Transportation today announced release of a publication listing hundreds of historic American transportation sites.

Entitled "A Nation in Motion: Historic American Transportation Sites," the publication covers such facilities as ferrys, railroads, railroad stations, airports, bridges and lighthouses. The informal compilation is not intended as a definitive listing of significant transportation items.

The purpose of the 136-page publication is to increase the public's awareness of the important role that transportation has played in uniting the United States since its founding.

It is divided into four main sections covering waterways, roads, railroads and aeronautics. Also included in the publication is an appendix of federal legislation concerning highways, safety in transportation, railroads, transit, aviation, the U.S. Coast Guard and the St. Lawrence Seaway from the beginning of the nation to the present.

The historic sites are situated throughout the 50 states, the District of Columbia and Puerto Rico. Sites are listed chronologically under each state within each mode of transportation.

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**DEPARTMENT OF
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FOR RELEASE TUESDAY
April 12, 1977

DOT 48-77
Phone: (202) 426-4321

DOT, TAA TO CO-SPONSOR
CARGO SECURITY CONFERENCE

The U.S. Department of Transportation and the Transportation Association of America will jointly sponsor the sixth National Cargo Security Conference and Exhibit at the Hyatt Regency O'Hare Hotel in Chicago, Illinois, on September 14 and 15, 1977.

Announcing the conference, U.S. Secretary of Transportation Brock Adams stressed the need to increase efforts to curb cargo losses in the nation's transportation and distribution system. DOT estimates that approximately \$1 billion worth of cargo disappears annually from the system.

"We must take all possible steps to ensure that merchandise is being delivered intact, undamaged and on time," Secretary Adams said. "The preventive measures necessary to keep cargo safe should be taken collectively by shippers, carriers and receivers of freight for the benefit of both the industry and the American consumer."

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR 3 P.M. RELEASE FRIDAY
April 15, 1977

DOT 50-77
Phone: (202) 426-4321

Secretary of Transportation Brock Adams today announced that the Federal Aviation Administration is responding to the U.S. District Court order that a draft environmental impact statement (EIS) on the issuance of noise rules for civil supersonic aircraft, including the British-French Concorde be filed with the Court.

The draft EIS addresses a full range of regulatory options, from a ban on all civil SST operations to unconstrained and completely developed SST operations.

"It is customary practice under the National Environmental Policy Act to report best case and worst case projections" Secretary Adams said. "It is unlikely that a fleet as large as 30-40 aircraft will ever be built. It is also highly unlikely that the Concorde will serve all the airports covered by the draft EIS, especially as some of those airports have already made known that they would not admit Concordes.

"Additionally," Adams noted, "the draft EIS addresses a total SST ban option and projects noise levels at these major airports if SSTs are prohibited. These two options, as well as middle range alternatives, will be carefully reviewed by the Department before any SST noise rule is finally adopted."

The draft EIS was produced in accordance with an order issued October 8, 1976, by the U.S. District Court for the District of Columbia. It responds to two notices of proposed rulemaking submitted to FAA by the Environmental Protection Agency.

The draft EIS filed with the court under the so-called "worst case" projection assumes a world-wide fleet of 30 to 40 Concordes and projects their impacts on the 12 U.S. international airports most likely to warrant the relatively high-cost supersonic service.

The 12 airports for which noise impact of potential SST flights were analyzed are: Anchorage, Boston, Dallas/Fort Worth, Honolulu, Los Angeles, Miami, Houston, Chicago, Seattle, San Francisco, Washington and New York.

At present, there is no SST noise rule. Concorde operations were authorized by former Secretary of Transportation William T. Coleman, Jr., on February 5, 1976. The Coleman decision authorized Concorde flights into Dulles Airport in Virginia, a federal installation and Kennedy Airport in New York for a sixteen-month trial period.

Secretary Adams said that a public hearing will be held on the impact statement and related information later this year, after completion of the Dulles test flight data has been analyzed. Concorde service at Dulles began on May 24, 1976.

The Federal Aviation Administration is monitoring the Dulles experiment. Data gathered there will be used to determine whether a noise rule should be developed which will permit further SST landings. It is generally conceded that the present design SST cannot be made quieter. Thus a noise emission standard applicable to Concorde will either ban or permit its operation in the U.S.

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FOR RELEASE FRIDAY
April 15, 1977

DOT 49-77

Daylight saving time is returning. At 2 a.m. Sunday, April 24, clocks should be moved forward one hour to begin six months of daylight saving time, according to the U.S. Department of Transportation.

Under the Uniform Time Act, daylight saving time is observed in the U.S. and its territories from the last Sunday in April until the last Sunday in October, which this year is October 30. DOT administers the act.

That is, unless you live in Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa or that portion of Indiana within the Eastern Time Zone. These areas don't observe daylight saving time during any period of the year.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 16, 1977

DOT 51-77
Phone: (202) 426-4321

A better partnership between the federal government and rural America is needed in the development of rural transportation systems, Secretary of Transportation Brock Adams said today.

Adams spoke at a conference on rural transportation in Wichita, Kansas, conducted by the U.S. Senate Committee on Commerce, Science and Transportation, which was chaired by Senator James B. Pearson. The Secretary recommended a new approach to transportation funding in order to meet the varied transportation needs of the nation.

"Rural and other interests must be able to compete on equal footing for federal resources," Adams said. "I hope through the adoption of a combined transportation account to end the fragmented way transportation programs are presently funded.

"We must no longer think of the transportation modes as independent and competitive, but as interdependent and complementary," he said. "We must put federal transportation dollars where they can best serve the needs of the people. We must apply the budget process in such a way that resources can be shifted as our national requirements change. Our spending policies and priorities in an era of high energy costs and shortages cannot be the same as in a period of low prices and plentiful supplies."

Addressing the complaint that the procedures for obtaining federal grants for rural community transportation projects are too complex and costly, Secretary Adams said, "I think we can and must do something to assure that worthwhile projects are not foreclosed from federal funds simply because the requests are modest or the applicants inexperienced in regulatory and grant procedures. Revising the financing process, simplifying and hopefully speeding up the handling of small assistance grants will be matters of immediate concern to me."

Secretary Adams strongly urged the more prudent use of the private automobile.

"I do not expect," he said, "that we will easily abandon the freedom of our cars or that we should give up the mobility the automobile has given us. But as we move from energy affluence to gasoline limitations, I do say this: if we don't use our cars wisely, we won't be able to use them at all."

The Secretary said the action he will take and the President's energy policies will include incentives to require greater measures of conservation in the construction and use of cars.

The rural resident who does not own or cannot use a car suffers greater immobility than his urban counterpart, Secretary Adams pointed out.

"The remedies thus far proposed or tried--vanpools, school buses, other forms of rural transit--all have fundamental drawbacks. Only one percent of the people use them and their per capita costs are too high," the Secretary said.

He noted that legislation now before Congress would permit non-urbanized areas to use up to \$500 million reserved under the Urban Mass Transportation Assistance Act for both transit operating expenses and capital costs. He added:

"I support the principle of allowing such areas the same flexibility in this respect that urban areas have under the current formula grant program."

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
April 19, 1977

DOT 52-77
Phone: (202) 426-4321

The U.S. Department of Transportation today recommended to the Civil Aeronautics Board (CAB) that Laker Airways Limited be permitted to operate its proposed low-fare, no-reservation "Skytrain" service between London and New York.

A permit issued to Laker should expire on June 21, 1977, unless a new air transport agreement is reached between the United States and the United Kingdom, the Department statement said. That is the date the present U.S.-British agreement expires.

In comments sent to the CAB the Department said its support of the Laker service is warranted because of the potential benefits to be made available to consumers and stated its strong support for the price-service option represented by the Skytrain proposal.

Under the terms of the permit already issued by the United Kingdom, tickets for Laker's New York-London service would be sold only at the airport of departure and could not be purchased more than six hours before the advertised time of departure.

The low cost of ticketing and the elimination of frills would enable Laker to provide transatlantic air transportation at fares lower than any other presently available, DOT said. Additionally, the fares would be available without the need for a specified period of visit in the country of arrival, a requirement under other low fare plans now available.

"There is not any basis for not proceeding to an immediate decision authorizing Laker to conduct transatlantic scheduled operations at least until the expiration of the current bilateral agreement on June 21," DOT said.

The Department pointed out that Laker has been designated by the United Kingdom to provide scheduled service in accordance with the terms of the Bilateral Air Transportation Agreement.

"The key issues in determining whether Laker should be granted such a permit," DOT said, "are whether substantial ownership and control is vested in United Kingdom citizens and whether Laker is fit, willing and able to provide the service.

"DOT is not aware of any information that suggests that substantial ownership and control is not vested in United Kingdom citizens or that Laker is not fit, willing and able to provide the service today."

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