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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Thursday, Sept. 1, 1977

DOT 94-77  
(202) 426-2147

## SECRETARY ADAMS LAUNCHES NEW DESIGN POLICY

Secretary of Transportation Brock Adams was joined by Joan Mondale, wife of Vice President Walter F. Mondale, and Nancy Hanks, chairman of the National Endowment for the Arts, at a ceremony today announcing a new policy to encourage greater use of design and the arts in transportation.

Mrs. Mondale and Miss Hanks arrived at the Department of Transportation on Washington's new Metrorail subway system, which is acknowledged as an outstanding example of the use of design to improve transportation facilities.

Secretary Adams said the department would soon begin reviewing environmental impact statements for transportation projects to ensure that aptness of design is considered at an early stage of the planning process.

Adams said that a number of examples of well-designed transportation systems and structures already exist. He cited as examples Washington's Dulles International Airport, the Washington Metrorail system and

-more-

Portland (Oregon) International Airport. Proposed renovations of several historic railroad stations along the Northeast Corridor, as part of the corridor improvement program, exemplify good design investments consistent with President Carter's environmental policies, Adams said.

Miss Hanks noted that transportation plays a major role in shaping the nation's development. She added:

"I just cannot help noticing, too, that we spend many billions of dollars on transportation every year, on airports, vehicles, roads -- and even bicycle paths. Just a small amount of that money spent to ensure good design can give us a huge return on our investment."

Mrs. Mondale, who has had a lifelong interest in the arts and has been active in promoting their greater use in public projects, said she was encouraged by DOT's "commitment to art, architecture and good design."

"This is the very first program to implement the President's goal of greater awareness and sensitivity to the place of the arts in all areas of the government," she said. "The work of the Department of Transportation's design task force constitutes a prototype that other Federal agencies will be encouraged to adapt to their own needs."

Major elements of the new DOT policy include:

- \* Establishment of an annual awards program to recognize examples of design excellence.
- \* Encouragement of research, development and demonstration programs aimed at increasing interest in transportation design.
- \* Endorsement of a uniform set of easily identifiable transportation symbols.

The new policy is based on recommendations of a special DOT task force, which submitted its report to Secretary Adams in late July. The task force solicited opinions from private citizens and organizations. It also was assisted by an advisory panel of state and local transportation experts and by the National Endowment for the Arts.

The task force was headed by Charles Ansbacher, White House Fellow at the Department, who was conductor of the Colorado Springs Symphony.



TAD-493

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
September 7, 1977

DOT 95-77  
Tel: (202) 426-4321

DOT AIR TRAFFIC STUDY  
CITES NEEDS OF YEAR 2000

As many as 10 major new airports may be required by the year 2000 to meet the demand for air transportation service in the nation's key metropolitan areas, according to a report sent to the Congress by Secretary of Transportation Brock Adams.

The report points out, however, that a lower rate of growth in air traffic than that forecast by the Federal Aviation Administration coupled with improvements in the air traffic control system could reduce this need to one new airport.

A companion report to the Congress generally endorsed the concept of "land banking," which involves the advance purchase of property to preserve it for aviation use. The report estimated that acquiring property in advance rather than waiting until it is actually needed could cut land costs from 22 to 40 percent, depending on future escalation of real estate prices.

The new airports study presumes that an additional facility is required when the average runway delay at existing facilities exceeds six minutes and cannot be reduced to acceptable levels. A number of factors were analyzed in computing average runway delay including projected traffic growth at each airport, effectiveness of new automated air traffic control techniques, the feasibility of dispersing peak traffic loads and the potential for diverting general aviation (non-airline) flights to satellite fields.

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Even under the most favorable conditions, the report says, an additional airport will be required to serve the San Francisco-Oakland area. Other prime candidates for new airports identified in the report are Boston, New York and Philadelphia.

Under the most adverse conditions, according to the report, new airports also would be required for Atlanta, Chicago, Denver, Minneapolis, St. Louis and Seattle. In addition, the report notes that Los Angeles is expected to reach a limit of 40 million passengers by 1995 because of shortcomings in ground access and additional airport facilities will be required to handle the overflow if ground access cannot be improved.

The total cost of building 10 major new airports is estimated in the report at \$2.6 billion. However, no effort is made to identify specific sites of major new airports except in those cases where such sites already have been identified and are under study by local agencies.

The report also makes no effort to reconcile differences between national and local views on when a major new airport is necessary. Therefore, the report states "the results should not be viewed as a warrant to build new airports or a denial of their need."

Twenty-one metropolitan areas were included in the new airports study, and an analysis of their airport needs is contained in the report.

In addition to those areas already identified as possible new airport sites, the other locations are Cleveland, Detroit, Honolulu, Houston, Las Vegas, Miami, New Orleans, Pittsburgh, San Diego and Tampa.

The land banking study notes that the nation's airports now occupy 1.8 million acres (approximately 3,000 square miles) of real estate and estimated that an additional 32,000 acres will most likely be needed by the year 2000 to expand existing airports and build new ones. The cost of this land will be approximately \$835 million (1980 dollars) if not purchased until needed, but the report states that this figure could be reduced to \$655 million through land banking of selected property.

Land banking shows the greatest promise in acquiring presently undeveloped land that is likely to be developed for non-airport use unless purchased early, the report says. Residential property also should be acquired early if a reasonable level of revenue can be anticipated, the report adds, but notes that advance purchase of commercial or industrial properties would not be feasible in most cases.

Land acquisition for future airport development has been eligible for Federal assistance under the Airport Development Aid Program (ADAP) since its inception in 1970, the report notes, but little use has been made of this provision because of more immediate airport needs.

The report does not endorse a specific airport land banking program but says land banking is a "feasible solution to the problem of securing land for future airport development."

The Secretary of Transportation was directed to undertake both studies by the Airport and Airway Development Act Amendments of 1976.

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# U.S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR 9:30 AM RELEASE THURSDAY  
September 8, 1977

DOT 96-77  
Tel: (202) 426-4321

## ADAMS SAYS AIR BAGS, AUTOMATIC BELTS WILL STEM CLIMBING HIGHWAY DEATH RATE

Secretary of Transportation Brock Adams urged Congress today to support his decision to use automatic crash protection systems to cope with the national problem of death on the highways.

He told the Senate Commerce Committee that if present trends continue, and no new safety measures are adopted, the annual highway death rate will increase from the present 46,000 to 66,670 by 1990.

"These are -- or should be -- frightening, distressing numbers," the Secretary said. "Unfortunately, we seem to have become hardened to traffic accident statistics, resigned to the idea that the freedom to drive carries with it the freedom to play fast and loose with our lives and those of others."

On June 30, Secretary Adams decided that automatic crash protection -- either air bags or automatic seat belts -- be required in all cars by model year 1984.

He estimated that when passive restraints are installed on most cars that 9,000 lives will be saved annually beyond those already saved by voluntary seat belt use.

It has been eight years since automatic occupant crash protection was first considered, the Secretary observed.

"Millions of dollars have been spent and much testing has been accomplished during those years," he said, "to the point where we can now go forward with confidence that while passive restraints may not be the ultimate safeguard, they will be a major force in saving lives and retarding injury."

"The issue has remained unresolved too long," Secretary Adams said. "Too many people have been needlessly injured or killed in crashes where passive restraints could have saved them or lessened their injuries. I suggest in good conscience we can no longer be party to further delay."

Unless overridden by Congress, the Secretary's decision on automatic crash protection requires that air bags or passive safety belts be installed for all front seat positions beginning September 1, 1981, for all standard and luxury-size cars of the 1982 model year. The requirement will be extended to 1983 model intermediate and compact cars and to 1984 subcompact and mini-size automobiles.

"This schedule is consistent with the lead time estimates of the auto industry and will minimize the effects of the decision on the nation's economy," Secretary Adams said. "It also permits installations in those vehicles where the technologies are most fully developed and tested."

Enactment of mandatory seat belt laws by the states might be an effective alternate crash protection measure, Adams said. However, he added, "I concluded that enactment of mandatory buckle up laws in all the states is unlikely. An attempt to impose such laws on citizens by the Federal Government would create difficulties in federal-state relations.

"Moreover, Adams said, "the attempt could damage rather than further the interests of highway safety in the long term."

But that conclusion, the Secretary said, should not be construed as detracting from his advocacy of belt use or from his support of states enacting belt use laws on their own initiative.

Secretary Adams pointed out that a recent DOT survey of more than 50,000 cars shows there is less than 20 percent use of belts in 1977 model cars.

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For further information:  
William W. Bishop

U.S. DEPARTMENT OF TRANSPORTATION

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Washington, D.C. 20590

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# U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR 10:30 AM RELEASE FRIDAY  
September 9, 1977

DOT-97-77  
Phone: (202) 426-4321

## ADAMS SAYS AIR BAGS, AUTOMATIC BELTS WILL STEM CLIMBING HIGHWAY DEATH RATE

Appearing today before the House Commerce Committee, Secretary of Transportation Brock Adams reiterated his request for congressional support of his decision to use automatic crash protection systems to reduce fatalities on the highways.

On September 8, he testified before the Senate Commerce Committee, which is concurrently holding hearings on the subject of crash protection systems.

He told both the House and Senate Committees that if present trends continue, and no new safety measures are adopted, the annual highway death rate will increase from the present 46,000 to 66,670 by 1990.

"These are -- or should be -- frightening, distressing numbers," the Secretary said. "Unfortunately, we seem to have become hardened to traffic accident statistics, resigned to the idea that the freedom to drive carries with it the freedom to play fast and loose with our lives and those of others."

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For further information:  
William W. Bishop

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY  
September 20, 1977

DOT 99-77  
Tel: (202) 426-0398

## DOT SUPPORTS CHANGES IN TRUCKING REGULATIONS

The U.S. Department of Transportation Monday urged the Interstate Commerce Commission to relax regulations dealing with airport transportation and with trucking operations within five miles of major highways.

In comments filed Monday with the ICC, the department asked for removal of all mileage restrictions on pickup or delivery of passengers or freight bound to or from airports.

Failing that, DOT said, the ICC should extend the current mileage restriction from 25 to 100 miles and to all communities which lie partially within that 100 mile radius.

"Population and business centers are no longer focused within 25 miles of the airport," the DOT comments said. "Old formulas no longer fit contemporary realities. Intermodal service has taken on a fundamental importance in the transportation of certain kinds of cargo and is the sine qua non of many overnight and other expedited services."

"These changes will greatly facilitate intermodal shipments, accommodate shipper preferences for single entity control over the entire movement and expand both aircraft and motor carrier business."

In separate comments, also filed Monday, DOT urged the ICC to permit trucking firms that have authorization to serve a particular highway also to serve any community located within five miles of that highway. The present limit is one mile.

"Energy conservation has become one of our principal national goals," DOT said. "Given this, it is urgent that motor carriers be permitted to pick up and deliver freight in the most geographically and economically



sensible manner, thereby reducing empty truck mileage and utilizing trucks as efficiently as possible. In a time of energy conservation, it makes very little sense to require trucks to pass next to or even through a business locale that needs service, but be unable to render that service."

DOT General Counsel Linda H. Kamm said the comments were submitted to the ICC as part of the department's continuing program to eliminate outmoded economic regulations governing transportation services.

The program was announced by Secretary of Transportation Brock Adams in a June 26 speech to the Transportation Association of America, in Washington, D.C.

"We have an energetic new chairman at the Interstate Commerce Commission -- Dan O'Neal -- and he and I have already started consultations on the best way to attack the regulatory tangle," Adams said.

"I am convinced that significant improvements can be attained. Where DOT and ICC have unreasonable regulations that artificially restrain competition and thus increase the prices of manufactured and perishable products, we are going to change and simplify those rules."

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE 10:30 A.M. TUESDAY  
September 20, 1977

DOT 100-77  
Phone: (202) 426-4321

## REVAMP TRANSPORTATION GRANT PROGRAMS TO MEET TODAY'S NEEDS, ADAMS SAYS

The federal transportation grant program involving some \$12 billion is outdated and inadequate to meet new and increasingly complex national priorities, Secretary of Transportation Brock Adams said today.

He suggested several actions to improve the effectiveness of transportation programs and to establish funding priorities.

The Secretary told the House Committee on Public Works and Transportation there are six major national issues which will weigh heavily on the determination of future transportation programs, especially on highway and mass transit programs.

These are, he said: energy; the need to streamline the transportation regulatory process; the need to provide a cleaner, safer and quieter environment; the urban crisis; the Administration's commitment to a balanced budget by fiscal 1981; and the need to stimulate employment.

"We are in a changing environment," Secretary Adams said. "Many of our grant programs were conceived of at a time when the term energy crisis had not even been mentioned, when the center cities were booming and urban sprawl was an unfamiliar term.

"If we are to respond effectively to the goals set by the President, if we are to adapt to the changing needs of the nation, and if we are to provide for more local discretion, then we must have a more flexible transportation program," the Secretary said.



Secretary Adams said that among the questions that must be addressed in formulating future transportation programs are how to achieve fuel-efficient transportation; how to structure transportation programs to create jobs and to bring the unemployed to them; to insure that programs have a beneficial effect on the environment; and to meet national transportation needs while honoring the President's commitment to a balanced budget.

As an example of the rigidity of existing transportation grant programs, the Secretary said there are nine categorical grant programs for urban areas.

"Each program has its own recipient, delivery system, eligible uses, matching requirements and administrative procedures," he said. "Highway funds cannot be used for transit operating assistance, transit funds cannot be used for highway improvements, and the primary (highway) system funds can be used only for construction or reconstruction of the primary system.

"Further," the Secretary said, "with the present variation in matching ratios there is a tendency for applications to gravitate toward the program authorizing the highest federal share."

The Secretary suggested as possible ways to increase flexibility: to drastically reduce the number of Federal Highway Administration and Urban Mass Transportation Administration programs from the present 40; to allow much greater freedom to transfer funds between programs; and to allow state and local officials to determine their own priorities for the expenditure of grant funds.

Secretary Adams said a number of options are being considered to improve the effectiveness of transportation grant programs.

Principal among these are:

- (1) Identical geographic coverage for all programs.
- (2) Coordination of DOT's planning requirements to enable state and local officials to undertake comprehensive intermodal planning, concentrating on systems rather than projects.
- (3) Include in the planning process a review of various transportation options, to help insure a cost-effective capital investment program.
- (4) Establish a single review and approval process for civil rights, environmental standards and safety and labor protection.
- (5) Provide grant assistance based on formulas which clearly reflect state and local needs and the willingness of the community to share in meeting those needs.
- (6) Structure grant programs to promote urban rejuvenation and rural economic development, and to dampen development patterns that make inefficient use of land, fuel or existing facilities.

Referring to the need for administration and congressional leaders to work together toward better transportation programs, Secretary Adams said, "I hope that the end result of our efforts will be a combined transportation account to permit the setting of national funding priorities and a consolidation of transportation programs that will give local officials the flexibility and the resources they need to improve the movement of people and goods."

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

## SECRETARY ADAMS ANNOUNCES PROPOSED CONCORDE NOISE RULE

FOR RELEASE 11:30 A.M. EDT FRIDAY  
September 23, 1977

DOT 101-77  
Phone: (202) 426-4321

### STATEMENT OF SECRETARY OF TRANSPORTATION BROCK ADAMS

On behalf of the Administration, I am announcing today decisions regarding a Notice of Proposed Rule-Making (NPRM) concerning the operation of Super-Sonic Transport aircraft (SSTs) in the United States. This NPRM is designed to protect the health and safety of the American people, set a fair and reasonable noise standard for SST operations, and strike a balance between legitimate domestic and international interests of the United States. The NPRM, which will be subject to public comment before issuance of final rules, proposes to permit Concorde SSTs to operate in the United States only under the following conditions:

--The sixteen (16) Concorde completed or currently under construction would be permitted to operate in the United States, provided their noise levels are not increased above present levels and they do not operate over the United States at supersonic speeds. Any additional Concorde SSTs would be required to meet U.S. 1969 noise standards for subsonic aircraft. The allowance for aircraft already completed or presently under construction is consistent with the standard practice of excepting existing aircraft from proposed, prospective noise rules.

-- There would be a national curfew on the operation of SSTs. No operations would be permitted into or out of airports in the United States between the hours of 10:00 p.m. and 7:00 a.m.



--Airport proprietors would retain the "local option" rights they have under existing law applicable to all aircraft to limit or ban aircraft operations at their airports through reasonable, non-discriminatory noise rules. The NPRM does not affect existing law.

--Any second-generation SST - American or foreign - would be required to meet noise standards at least as stringent as the standard for subsonic aircraft, applicable under United States law requiring consideration of public health, economic practicability and technological feasibility.

When we have received and evaluated comments on the NPRM, a permanent noise rule for SST aircraft will be issued. Today's proposal is not the final word on the Concorde or SST noise standards. All interested parties will have full opportunity to express their views. I expect that process to take several months. It is expected that the final rule will be issued next year.

In addition to the NPRM, I am also announcing on behalf of the Administration that:

--Pending the issuance of permanent noise regulations for SST, Concorde operations will be permitted to continue at Dulles airport under present restrictions.

--The Administration continues to support a trial period of up to four Concorde flights a day into Kennedy airport, pending a decision on the final SST noise rule (and subject to court action). Today's announcement does not affect that position.

--We will encourage the development of an international SST noise standard through the International Civil Aviation Organization, so that SST operations can be governed by the same rules in all countries.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR 9:30 AM RELEASE  
FRIDAY, September 30, 1977

DOT 102-77  
Tel: (202) 426-4321

## ADAMS URGES RATIFICATION OF PANAMA CANAL TREATIES

Secretary of Transportation Brock Adams today urged prompt Senate ratification of the Panama Canal treaties to provide the "climate of certainty" the waterway needs to maintain a competitive position in the transportation marketplace.

"A shipper's decision to use the Canal will depend on the competitiveness of alternative routes and modes of transportation," Adams told the Senate Foreign Relations Committee.

"These marketplace decisions should be made in a climate of certainty regarding that waterway," the Secretary said. "If potential users of the Canal are assured that the Canal will continue to be operated efficiently and that its capacity will be increased if economically justified, then the Canal has the potential to become an increasingly important transportation link."

Without ratification of the treaties, future use of the Canal will be uncertain, Adams testified.

Pointing out that the Canal cannot now accommodate supertankers and other large specialty ships and that traffic is expected to approach capacity by the year 2000, Secretary Adams said:

"I think that the time has come to reappraise the future of the Canal and to plan for that future."

The treaties commit both the United States and Panama to study the feasibility of a new sea-level canal which would accommodate larger ships and they also grant the U.S. the right to construct a third lane of locks beside the present canal, Secretary Adams said.



"It is clear," he said, "that the next 25 years are critical and during that time the United States and Panama jointly must make some very important decisions regarding the future of the Canal.

"I believe these treaties create a climate for a technological review that will permit these decisions to be made in an orderly manner," Secretary Adams said. "We must take the Canal and its operation out of the political arena and undertake these next 25 years of redirection in a context of mutual respect and cooperation."

Adams noted that the Department of Transportation will have an important role in the examination and evaluation of options for the future development of the Panama Canal, which can be carried out effectively in the context of the treaties.

"I therefore urge, without qualification, your prompt ratification of the treaties which I believe are consistent with a framework for strengthening the overall fabric of our national transportation system," he said.

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