

U.S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE 2:30 P.M. EDT TUESDAY
October 4, 1977

DOT-R-3777
Phone: (202) 426-4321

SECRETARY ADAMS PLANS INCREASED EFFORT FOR 55 MPH COMPLIANCE

Citing increasing violations of the 55 mile-per-hour national speed limit by motorists, Secretary of Transportation Brock Adams today announced federal plans to gain greater driver compliance with the law.

In a speech before the International Association of Chiefs of Police Conference in Los Angeles, Adams reported that "Based on figures for the first six months of 1977, no state comes close to having 85 percent of its vehicles traveling at or below the 55 mile-per-hour speed limit."

Voluntary motorist compliance of 85 percent is considered acceptable.

Adams identified the 10 states with the highest percentages of vehicles traveling above the posted speed limit as Wyoming, Connecticut, Missouri, Maine, Texas, North Dakota, Arizona, Utah, Indiana, and Tennessee.

"At the other end," the Secretary noted, "Virginia has shown that the 55 mph limit can work. Nearly 70 percent of the vehicles there obey the limit."

"We are going to do all we can at the federal level" to help local and state law enforcement agencies reduce speeds in order to save lives and conserve energy, the Secretary pledged.

The program envisioned by the Department is outlined in a report Secretary Adams sent to President Carter on Monday. It is the result of a fact-finding mission Carter ordered, which was carried out by Secretary Adams' special representative, Lt.Gen. Benjamin O. Davis, Jr. who has been on a month-long Nationwide tour.

In the report, three main areas were considered for increasing compliance: additional federal funding for the states; the establishment of enforcement and compliance criteria; and development of incentives.

Regarding funding, the DOT budget for fiscal year 1978 (which began October 1), includes an increase of \$43 million under DOT's National Highway Traffic Safety Administration for such projects as the 55 mph speed limit enforcement and drunk driving countermeasures. DOT plans call for a minimum of \$30 million of this increase to be allocated for enforcing the 55 mph speed limit.

Regarding the establishment of enforcement and compliance criteria, Secretary Adams told the IACP members that "the objective is to get 85 percent of the drivers driving at 55 or less, within a reasonable time.

"The logical measure of progress toward this goal is the degree to which motorists in each state drive at or below 55 miles per hour. We have worked out a method for determining whether a state's enforcement program is producing a satisfactory result. We propose to pursue the establishment of a uniform compliance standard."

In reference to incentives, Adams noted that by law "We can now withhold a state's federal highway construction funds for failure to enforce the 55 mile-per-hour posted speed limit. I hope, however, that we can take a positive approach to the states' enforcement needs. Once criteria are established it will be entirely possible and desirable to inaugurate a system of funding incentives.

"In other words, the extent of the additional funds available to the states would be tied to each state's performance in reducing vehicle speeds," the Secretary said.

The report is the result of a request from President Carter on August 31 for an investigation of the status of compliance by states with the 55 speed law and for the Secretary's recommendations on ways to increase the effectiveness of the law.

To determine the states' compliance with 55, Davis, during September, met with governors of eight states, with their highway safety representatives and with leading law enforcement officials from those states. In addition he met with civic leaders and with private organizations in every region of the nation.

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For further information:
Jerry J. Clingerman

U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
October 7, 1977

DOT R-38-77
Tel: (202) 426-4321

DOWNEY GETS NEW DOT POST AS ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

Deputy Under Secretary of Transportation Mortimer L. Downey III has been nominated by President Carter to a new post as Assistant Secretary for Budget and Programs of the Department of Transportation.

As deputy under secretary since last February, Downey has been responsible for the continuing review of departmental programs and budget matters. The new position of assistant secretary for budget and programs was established as part of the proposed departmental reorganization of the Office of the Secretary.

Before joining DOT, Downey was the budget analyst for all transportation programs for the House Budget Committee in 1975-77. Secretary Brock Adams served as chairman of the budget committee while a member of the House.

Downey's entire professional career has been spent in the field of transportation. From 1958 to 1975, he served with the Port Authority of New York and New Jersey in such areas as administration, transportation planning, transportation research, and mass transit operations.

A native of Springfield, Mass., he is a magna cum laude graduate of Yale University and received a master's degree in public administration from New York University in 1966. While at NYU, he won the Lepasquer Award for academic standing. He received a U.S. Department of Transportation fellowship to the Carnegie Mellon Program in Urban Transportation. At Coast Guard Officer Candidate School, he won the Reserve Officers Award for top academic standing.

Downey is married to the former Joyce Vander Meyden. They live with their two sons in Reston, Va.

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR 12 NOON EDT RELEASE
TUESDAY, October 4, 1977

DOT 103-77
Tel: (202) 426-4321

ADAMS APPROVES FEDERAL GRANT TO HELP PURCHASE OF HOLLYWOOD-BURBANK AIRPORT

Secretary of Transportation Brock Adams announced today he has approved a \$35.5 million grant to help three California communities finance the purchase of Hollywood-Burbank Airport from the Lockheed Corporation.

Secretary Adams also announced that Los Angeles would receive \$37.9 million in federal grants to buy 280 new buses.

The Hollywood-Burbank Airport will be purchased for \$51 million by a joint authority representing Burbank, Pasadena and Glendale, Calif. Secretary Adams said the use of federal funds will permit the airport to remain open and continue providing the Los Angeles area with a vital transportation service at the current level of operations.

The Lockheed Corporation had planned to close the facility on December 31 if it could not be sold to a public agency.

Secretary Adams announced an initial grant of \$1 million under the Airport Development Aid Program to be made available immediately, and said the remainder of the federal contribution of \$35.5 million will be allocated over the next three fiscal years, subject only to the availability of funds. An additional \$11.5 million in airport funds will be allocated in the 1978 fiscal year and approximately the same amounts in fiscal years 1979 and 1980.

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A California law authorizes a joint authority consisting of Burbank, Pasadena and Glendale to purchase the airport and its operation. Earlier this year, the Hollywood-Burbank Airport Authority, representing the three municipalities, reached a tentative agreement with Lockheed that was contingent upon a reasonable assurance of federal aid over a period of years ending Sept. 30, 1980.

Hollywood-Burbank was the 60th busiest airport in the United States in 1976 with 243,150 operations. Included were 29,472 air carrier operations, 12,911 air taxi operations and 198,422 general aviation operations.

Pacific Southwest Airlines, an intrastate carrier, and Hughes Airwest fly in and out of Burbank. Direct airport activities resulted in sales of about \$64 million in 1976 and produced a payroll of about \$12.4 million for area residents.

On the mass transit grants, Secretary Adams said, "All 280 buses will be equipped with lifts so our senior citizens and handicapped persons will be able to ride them."

Replacing vehicles built between 1949 and 1960, 230 larger new buses will be provided capable of carrying up to 53 passengers. The 50 other buses will be able to accommodate as many as 35 riders.

The grant of \$33,348,060 for new buses and another grant of \$4,545,536 were awarded by DOT's Urban Mass Transportation Administration to the Southern California Rapid Transit District (SCRTD), Los Angeles.

The second grant covers construction of maintenance facilities of Division 5, located at 2300 W. 54th Street, Los Angeles, which is one of SCRTD's largest and most important divisions because of its central location. The grant also covers the increases in purchase price and other expenses of 30 air-conditioned extra-long buses that have the capability of bending to maneuver through streets.

Secretary Adams was in Los Angeles to speak to the 84th annual conference of the International Association of Chiefs of Police. He also scheduled meetings with the Los Angeles County Transportation Commission and the Southern California Association of Governments to discuss a variety of transportation issues.

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U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY

October 5, 1977

DOT 104-77

Tel: (202) 426-4321

BAN ON RADIOACTIVE MATERIALS
TO BE DISCUSSED AT DOT HEARING

The U.S. Department of Transportation will hold a public hearing Nov. 10 in New York City on a request to overturn the city's ban on transporting radioactive materials through the city.

In a notice to be published in the Federal Register of Thursday, Oct. 6, DOT also extended the period for public comment for another 60 days from Sept. 30 to Nov. 30.

The exact location and time of the hearing will be announced at a later date.

Associated Universities, Inc., which owns Brookhaven National Laboratory in Upton, N.Y. on Long Island, about 70 miles east of New York City, has asked DOT for an administrative ruling on whether the city's health code banning shipments of radioactive materials through the city except for national defense or security reasons is inconsistent with the Hazardous Materials Transportation Act.

DOT had issued a public notice on Aug. 15 rejecting requests by New York City and others for a public hearing. In the Oct. 6 notice, DOT said it has decided to have a hearing "in light of the substantial public interest expressed on this issue, additional requests received, and the possible significance to state and local governments elsewhere in the United States of a ruling on Associated Universities' application."

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Associated Universities asserts that DOT has the exclusive right to regulate the shipment of radioactive materials and the city's prohibition has prevented the firm from transporting these items under conditions that fully comply with federal regulations.

New York City has replied that the federal regulations do permit a locality to pass rules against such shipments. The city's health code keeps radioactive materials out of heavily populated areas unless there is no other practical alternative.

The city says the Brookhaven laboratory could ship radioactive substances by barge which would be a reasonable substitute for ground transportation through the city.

The DOT public hearing will be informal with no cross-examination of persons presenting statements. Any public official or representative of a civic, public interest or industry group may request to testify.

A 10-minute time limit will be placed on each participant. If speaking requests exceed the available time, prospective witnesses with similar views will be asked to combine their presentations. If an accommodation cannot be made, witnesses will be assigned by lot.

Any public official or organizational representative wanting to testify must write by Oct. 28, to the Dockets Section, Room 6500, Trans Point Building, 2100 2nd Street, S.W., Washington, D.C. 20590.

Written comments can be sent to the Dockets Section through Nov. 30.

For specific information contact: Douglas A. Crockett, Office of the Assistant General Counsel for Materials Transportation Law, Room 6222, Trans Point Building, 2100 2nd Street, S.W., Washington, D.C. 20590. Phone: (202) 755-4972.

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U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 9:30 AM EDT
Friday, October 7, 1977

DOT 105-77
Tel: (202) 426-4321

ADAMS URGES CONGRESS TO CREATE CONSOLIDATED TRANSPORTATION ACCOUNT

Secretary of Transportation Brock Adams today cited the need for a national consolidated transportation account to meet America's future transportation requirements, and called upon Congress to help create such an account.

Testifying before the Transportation Subcommittee on the Senate Environment and Public Works Committee, Secretary Adams called the consolidated account necessary to meet the changing needs of the nation's transportation policies.

He also proposed that Congress and the executive branch reach agreement on the timing of the process for reauthorizing and considering new programs for transportation.

"We could then present to the Congress, in a comprehensive but comprehensible way, the proposed resource allocations for each of the federal transportation programs on the one hand, and proposals for revenue sources -- whether user charges, general taxes or other sources, on the other."

Several important changes in our national fabric must be dealt with in considering new federal assistance to state and local authorities the Secretary said.

"We have to conserve energy, and transportation must do its share. Our transportation system now consumes 26 percent of the energy and 50 percent of all the petroleum we use. Our environment must be made cleaner, safer, and quieter.

"We need more jobs, and one side benefit of our transportation programs can be the generation of meaningful employment. Some of our urban areas are in decay, and, again, improved transportation can help in their revitalization. At the same time, the President and all of us in this Administration are committed to a balanced budget," Adams told the committee members.

Adams said he approached the restructuring of the DOT grants program with three beliefs.

"I do not think we should change a program for the sake of change. We change it because the nation has changed and you have to adjust to new realities.

"Transportation policy is not a laundry list of promises, but a series of specific legislative recommendations, organizational changes and administrative actions. Each of these actions should be carefully designed to assure that the federal transportation dollar goes where it is most needed and can be used most effectively.

"And, before we decide upon a course of action -- especially if we are deciding upon specific changes -- there should be full discussion of the alternatives with all those involved."

The Secretary told the Senators that a task force of senior officials of the DOT has visited 15 locations in 14 different states and met with state and local officials to discuss transportation needs and priorities.

He said these discussions with state and local officials will continue, although several themes have become apparent which can serve as the framework for developing specific legislative and administrative proposals.

In brief, the task force found need in these areas, regarding DOT grant aid:

- Flexibility -- Grant assistance programs must be structured in a manner that allows state and local governments greater flexibility in the use of funds. This flexibility can be achieved in a number of ways such as reducing the total number of grant categories and allowing wider use of funds within the remaining programs.
- Uniformity in matching ratios -- Although the cost of federally assisted transportation programs should be shared by state and local governments, the matching ratio should not distort or influence local project decision between transportation purposes and modes. This can be achieved by establishing, to the degree possible, uniform matching ratios between highways and transit.
- Determination of appropriate grant recipients -- Federal transportation grant assistance should be made available to those entities which have the responsibility, authority, and capacity to select and execute projects consistent with broad transportation needs and community preferences. The final decisions as to who will be the recipient of DOT funds will have to be decided on the basis of the proven delivery capability of each level and of program intent.

- Streamlining and consolidating the planning process -- Transportation grant assistance should be made available only for projects that have been developed and approved through a comprehensive planning process. However, Adams said, " I also agree with many of the comments that we received in the field that we need to simplify the planning process. The decision will have to be made on the basis of which option will provide the most effective transportation planning."

- Developing distribution formulas which more accurately reflect transportation needs -- Transportation grant assistance should be provided to state and local governments, to the extent practicable, on the basis of formulas reflecting transportation needs except where the magnitude, cost, timing and nature of the transportation investment justified federal involvement in a discretionary decision process.

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U. S. Department of Transportation

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Washington, D.C. 20590



FOR RELEASE FRIDAY
October 7, 1977

DOT 106-77

DAYLIGHT SAVING TIME
ENDS ON OCTOBER 30

Daylight Saving Time is winding down. Officially, at 2 a.m. Sunday, October 30, most of the United States returns to Standard Time, and clocks should be set back one hour.

Under the Uniform Time Act, administered by the U.S. Department of Transportation, Standard Time is observed from the last Sunday in October until the last Sunday in April. Daylight Saving Time will return at 2 a.m. Sunday, April 30, 1978.

Areas which do not observe Daylight Saving Time are Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone.

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For further information
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Bob Ross
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U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
October 7, 1977

DOT 107-77
Tel: (202) 426-4321

FIRST COAST GUARD WOMEN REPORT FOR SEA DUTY

Twenty-four women are reporting this month to the Coast Guard cutters Gallatin and Morgenthau to begin historic sea duty.

The first women ever assigned to serve aboard armed U.S. military vessels, they will be taking part in fisheries patrols in Atlantic and Pacific waters this fall.

Two officers and 10 enlisted women have been assigned to each of the 378-foot high endurance cutters, the Gallatin berthed at Governor's Island, New York, and the Morgenthau at San Francisco.

As the ships got ready for departure, Secretary of Transportation Brock Adams, sent "bon voyage" telegrams to the cutters' crews through their commanding officers: Gallatin Capt. Alan D. Breed of Tampa, Florida, and Morgenthau Capt. George E. Walton of Parsippany, New Jersey.

"I want to congratulate you on having the opportunity to be the first to carry out this new responsibility. Men and Women, together, will be participating for the first time in the historic mission of the Coast Guard at sea. I send you the best wishes of the Department of Transportation and the Administration as you set sail. The inclusion of women among Coast Guard ship crews is another major step in this country's efforts to utilize the talents and resources of all of its people."

Getting an early start on their new assignments, the two officers of the Morgenthau, Ensigns Debra Gale Snelson of Frostburg, Md., and Beverly Gwyn Kelley of Miami, Fla., jumped the gun and were the first to report for duty on board their ship. They caught up with the Morgenthau at San Diego, September 23, shortly before its departure for

its home port in San Francisco. Orders called for all crew members to report to the Morgenthau at San Francisco, "on or about" Oct. 3, giving them 10 days before or after the date to arrive aboard.

The Morgenthau tentatively is scheduled to depart from San Francisco about Oct. 20 for fisheries patrol in Alaskan waters. It may embark on local district operations for a couple of days sometime after Oct. 3, when most of the women crew members are expected to be on board.

The Gallatin returns from operational training with the Navy on October 19 and will undergo a month's dockside maintenance at Governor's Island before it departs Nov. 19 for offshore fisheries patrol in the Atlantic.

Its crew members are to report aboard on or about Oct. 26.

Both vessels carry crews of about 15 officers and 140 enlisted personnel.

The women assigned to the Morgenthau are: Ensigns Snelson and Kelley.

Yeoman Second Class Mary Cox, Riverside, California; Radioman Second Class Terri Lynn Jones, Woodinville, Washington; Radioman Second Class Marcia Francis Levine, Toledo, Ohio; Storekeeper Second Class Donna Lynn Barger, Juneau, Alaska; Hospital Corpsman Third Class Bonnie E. Odom, Rome, Georgia; Boatswain's Mate Third Class Debra Lee Wilson, San Jose, California; Seaman Wanda Jeffries, Baltimore, Maryland; Seaman Valerie K. Lawrence, Norfolk, Virginia; Seaman Apprentice Robin M. Jensen, Gaithersburg, Maryland, and Seaman Apprentice Rebecca A. Post, Carmel, California.

Assigned to the Gallatin are:

Ensign Terry Irene Burton, Lahabra, California, and Ensign Susan Gayle Ingalls, Long Meadow, Mass. Electronics Technician Second Class Lauren D. Cantatore, Roseville, California; Radioman Second Class Janice K. Shawdah, Oklahoma City, Oklahoma; Storekeeper Second Class Rebecca G. Burright, Colorado Springs, Colorado; Corpsman Third Class Deborah K. Cummings, Davao City, Mindanao, the Philippines; Radioman Third Class Victoria L. Robillard, Baltimore, Maryland; Yeoman Third Class Mary F. Kelly, Chafee, N.Y.; Seaman Apprentice Kathleen A. Hughes, Newport, Kentucky; Seaman Apprentice Deborah A. Collins, Miami, Florida; Seaman Apprentice Annette Clar, Atlanta, Georgia; and Boatswain's Mate Third Class Judith T. Carey, Crescent City, California*.

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*BM3 Judith T. Carey is a replacement for BM3 Debra K. Skinner who was originally assigned to GALLATIN, but is leaving the Coast Guard.

U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
October 7, 1977

DOT 108-77
Tel: (202) 426-0398

DOT SUPPORTS JOINT LAND-SEA SHIPPING RATES

The U.S. Department of Transportation has urged that the joint rail-ocean shipping rates offered by some West Coast shipping lines be upheld by the Federal Maritime Commission.

In comments submitted to the commission on October 3, DOT said it supported the initial decision of the commission's administrative law judge, who ruled that the intermodal shipping rates known as "Far East Minibridge" do not violate statutory provisions against discriminatory pricing.

The minibridge system has been challenged by an association of Eastern and Gulf Coast port authorities, among others, who charged that the system siphoned traffic away from their natural markets.

DOT argued in its reply that the minibridge concept is a natural outgrowth of the so-called "container revolution" -- a reference to a system of loading a variety of commodities bound for a common destination into a single container. Containerization drastically reduces the amount of handling required for cargo shipments.

"Containerization alters the economies of cargo shipments," DOT said. "Since it transforms shipping from a labor-intensive into a capital-intensive industry, the new method requires substantial investments in specialized equipment and facilities. In addition, the need for efficiency encourages the concentration of containerized cargo at a few points in order to minimize carrier costs and save time. Finally, containerization allows cargo to be transported long distances with relative ease of handling, thus encouraging intermodality."

Since minibridge movements concentrate cargo at a few points, carriers can cut costs by reducing terminal charges and the length of time cargo must sit in port. As a result, DOT said, carriers can charge rates comparable to those offered by ports located closer to the origin of a shipment .

Complainants, which include the port of New York and the major Gulf Coast ports of New Orleans and Houston, alleged that American Mail Lines Ltd. and transoceanic shipping companies were unfairly absorbing some of the costs of their intermodal shipments in order to divert traffic from East and Gulf Coast ports. Cargo bound for the Far East might otherwise go by sea via the Panama Canal. DOT said no convincing evidence was presented that this absorption had actually occurred.

"Like any competitive service, minibridge can be expected to divert some traffic from its competitors," DOT replied. "Such diversion is not illegal; it is a legitimate result of competition."

Complainants in the case included the Council of North Atlantic Shipping Associations (CONASA), which represented the Eastern port authorities; the International Longshoremen's Association, AFL-CIO; the Delaware River Port Authority and the Massachusetts Port Authority.

The commission's administrative law judge, John E. Cogrove, issued his initial decision on July 1. In order to become effective, the decision must be upheld by the full commission.

U.S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
October 13, 1977

DOT 110-77
Tel: (202) 426-4321

DOT REPORT SAYS RAILROADS NOT USING 1976 LAW FULLY

Most railroads are not yet fully using a 1976 law that gives them more flexibility to raise or lower rates without government interference, the Department of Transportation said today.

In a report to Congress, Secretary of Transportation Brock Adams attributed the limited use of this flexibility to the time needed to develop regulations implementing the new provisions, the railroads' hesitancy to use the new regulations until administrative and court challenges are resolved, and the Interstate Commerce Commission's failure to follow fully the intent of Congress in issuing its regulations under the new act.

The intent of the revisions was to make railroad rates more responsive to competition and less subject to government regulation.

In some instances, Secretary Adams said, the ICC has implemented the law "in ways that discourage, rather than encourage, the railroads from using the ratemaking flexibility the Congress sought to accord them." Shippers and the railroads' competitors also have hesitated to challenge rates submitted under the new standards, he added.

The Railroad Revitalization and Regulatory Reform Act of 1976 mandated the first major changes in railroad rate regulation in many decades. It required the Secretary and the ICC to report, within 20 months of passage, on the effects of these ratemaking changes on shippers and carriers in all transportation modes, and to make any necessary proposals for further regulatory and legislative changes.

Secretary Adams said there has not been sufficient experience with the 1976 changes to make any new recommendations.

However, when the court and administrative tests of the ICC rules issued under the act are decided, DOT may recommend to Congress "such legislation as it deems necessary to bring about the regulatory reform intended by the act."

Secretary Adams also recommended that the ICC and DOT meet with representatives of the railroad industry and shipper associations to encourage use of the existing provisions. He also suggested asking the industry groups whether any new legislation is needed.

Among the changes already in effect under the act are new standards and procedures limiting the ICC's authority to declare new rates to be too high or too low, a two-year experimental period during which railroads can raise or lower rates up to 7 percent without fear of ICC suspension, and a requirement that the ICC issue standards and rapid procedures to establish seasonal, regional or peak-period rates and rates for distinct rail services.

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For further information:
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U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

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DOT 518

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U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE 10 A.M. TUESDAY
October 18, 1977

DOT 111-77

ADAMS SAYS TRANSPORTATION PROGRAM GROWTH DEPENDS ON FINDING NEW SOURCES OF FUNDING

Secretary of Transportation Brock Adams today said major growth in transportation programs is unlikely unless new funding sources are found.

Testifying before the Community and Physical Resources Task Force of the House Budget Committee, Adams noted that "demands on the spending side of the (transportation) budget are virtually limitless but the revenue side is fixed within quite predictable limits.

"While I am fully aware that there are unmet transportation investment opportunities, I frankly do not see major growth in transportation programs without new funding sources."

He told the task force members that's why "I strongly supported the use of some of the energy **taxes**, which are clearly related to transportation, for helping to meet increasing need for transportation investment, and to provide a continuing sure source of financing. I still believe that this presents a real opportunity and challenge for the Congress."

Adams commended the House for passing the waterway **user charges** bill, a new funding source to help improve and maintain America's waterway system. "The Department and the Administration are formally committed to the concept of having users supply the revenues for transportation programs wherever possible and practicable," the Secretary said. "Passage of that legislation was an important milestone."

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"User charges are a sound approach in equity and as a means for making beneficiaries of federal programs sensitive to their costs. It is also important that charges are assessed in ways that are perceived to be related to the benefits derived" and are adjusted when necessary, Adams said.

"We now have underway in the Department cost allocation studies for highways and for the Federal airways system. When completed, these studies should give guidance on how user taxes in those areas might be equitably adjusted," Secretary Adams said.

User charges "are widely accepted by the public and I believe they will continue to be accepted so long as the payers and users can see that the money is spent prudently for useful purposes. That is why the Highway Trust Fund and more recently the Airport/Airway Trust Fund have been so successful in achieving their purposes," he said.

"The importance of longer term federal financial commitments has been brought home to me time and again since I assumed my job as Secretary of Transportation. State and local governments have a legitimate need for assurance of transportation assistance as a basis for gaining public support for important transportation projects," Adams added.

He noted that while the funding and authorization mechanisms for federal highway and airport programs provide that kind of assurance, "it is important that we recognize the same need in the transit area," Adams told the task force members.

While trust fund arrangements are one approach, Secretary Adams noted that he has advocated "multi-year appropriation authorizations, coupled with multi-year budget authority," as another means consistent with the new Congressional procedures for providing longer term assurances to State and local governments on the availability of assistance for major projects.

He went on to note that "There is no way to get objective assessments made by the state and local governments of intermodal transportation alternatives if funding assistance is more assured for one mode than for another, or for that matter when the matching share for one is different from another.

"I firmly believe that we cannot duck with promises the need for some reasonable longer term commitment for federal assistance on major (transit) projects."

"I intend to work with the Congressional Committees involved, particularly in the development of our new legislative program, to find sound solutions for this and the other (transportation) issues that I have discussed with you today," the Secretary said.

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U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR IMMEDIATE RELEASE
Thursday, October 27, 1977

DOT 113-77
Phone: (202) 426-4321

Secretary of Transportation Brock Adams congratulated the Senate Commerce Committee today for its 11-2 vote approving major legislation designed to reform federal regulation of the nation's airlines.

Adams said:

"This is a major step forward in our effort to help both airlines and consumers by reducing the heavy burden of federal regulation.

"I hope the full Senate promptly will adopt this legislation and that the House will follow early next year. I intend to continue my work with members of both Houses to make sure that this landmark legislation is enacted as rapidly as possible.

"I am particularly grateful for the wisdom, foresight and many hours of hard work by my good friends Senators Warren Magnuson and Howard Cannon."

Adams testified before a House committee earlier this month urging passage of the bill and declaring that "the case for reform is compelling." He pointed out that things have changed drastically since airline regulation was begun 40 years ago and "the kind of regulatory system we have now may have been necessary once, but it just doesn't make sense today."

He expressed his hopes that Congress would complete action on an airline regulatory bill that will "truly reform the air carrier industry."

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U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
October 27, 1977

DOT R-39-77
Contact: Robert I. Ross
Tel: (202) 426-4723

DOT APPROVES PIKE COUNTY
TIME ZONE CHANGE REQUEST

The U.S. Department of Transportation has granted a request from Pike County, Ind., to be moved into the Eastern Time Zone. The county has been in the Central Time Zone, bordering the eastern zone.

The effective time of the change will be 2 a.m., Central Daylight Time, October 30, 1977. Pike County residents need not change their clocks on October 30, as will most of the rest of the United States' residents.

The action was taken because "it appears that relocation would serve the convenience of commerce, which is the statutory standard," according to the official DOT notice, expected to be published in the October 27, 1977, edition of the Federal Register.

Under section 4 of the Uniform Time Act of 1966 (15 USC 261), the Secretary of Transportation has the authority to modify the boundaries between time zones in the United States in order to move an area from one time zone to another. The act's standard in this area is "regard for the convenience of commerce and the existing junction points and division points of common carriers engaged in interstate or foreign commerce."

The DOT decision follows a public hearing held on August 24, 1977, in Petersburg, Ind., Pike County governmental headquarters, and review of the hundreds of written comments on the issue received in the department's public docket.

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