

# U.S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE 3:00 P.M. FRIDAY EST  
December 2, 1977

DOT-13177  
Phone: (202) 426-4321

## DOT URGES LOW-FARE SERVICE AT CHICAGO MIDWAY AIRPORT

The Department of Transportation today urged the Civil Aeronautics Board to approve low-fare innovative air service between Chicago's Midway Airport and six midwestern cities.

The DOT brief is part of the Carter Administration effort to provide low consumer air fares in the domestic and international scheduled air service markets.

The six cities for which DOT seeks direct, low-fare service to and from Midway include Minneapolis/St. Paul, Kansas City, St. Louis, Detroit, Cleveland and Pittsburgh.

Secretary of Transportation Brock Adams urged the CAB to act quickly. "Midway Airport is a fine airport and can provide real consumer benefits to the Midwest. I inspected the airport recently. While the facilities are excellent, scheduled service is down to only two departures a day. CAB action allowing a new carrier to serve the potential Midway market is necessary," he said.

Adams also urged that the Board certificate Midway Airlines, a new carrier which initially proposed the low-fare package, to provide such air service. The Secretary noted that there had not been a new scheduled carrier in the national aviation system in the last 20 years.

"It is time," the Secretary stated, "to encourage new competition in this industry and to reward those companies which are willing and able to meet all safety requirements while at the same time experimenting with low-fare concepts."

Citing the high level of operations at Chicago's O'Hare Airport, DOT, in its brief, said, "Midway Airport, by handling significantly increased traffic, can relieve some of the congestion at O'Hare."

Approval of the low fare service supported by DOT would make air travel between these cities considerably less expensive. The proposed low fares would reduce ticket prices between Midway Airport and the other six cities approximately 30 to 60 percent below existing coach fares.

As an example, the current round-trip standard air fare between Pittsburgh and Chicago is \$118.00, the fare between the two cities would be \$80.00 during normal travel hours and \$50.00 during off-peak hours.

The Department also urged the CAB to issue a certificate to a newly-formed airline to permit it to offer low-fare service at Midway Airport. In the testimony it submitted to the CAB, the Department noted that despite repeated encouragement, existing airlines have failed to fly to Midway Airport. The Department observed that a new airline "will bring added competition to the airline industry and will act as a spur to the existing air carriers providing service through O'Hare Airport."

"Further," Secretary Adams said, "a new airline firm should be selected to demonstrate that new firms can enter the air transportation industry under the proper conditions."

The Department specifically recommended that the CAB should authorize Midway Airlines, a new company formed by former airline executives, to fly the six routes. The Department said, "a new airline such as Midway has a strong incentive to make the low-fare concept work and to provide the service necessary at Midway Airport."

In the course of the CAB proceeding, the Department said it would consider whether any additional airlines should be recommended for certification to serve Midway Airport. Those airlines which now serve the six cities through O'Hare have the right to serve Midway. They also have the option of applying for low-fare service in these markets at any time.

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For further information:  
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U.S. DEPARTMENT OF TRANSPORTATION

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

IMMEDIATE RELEASE  
Monday, December 5, 1977

DOT-13277  
Phone: (202) 426-4321

## PROPOSED DOT LEGISLATION WILL HELP MEET RURAL TRANSPORTATION NEEDS

New highway and transit legislation being proposed by the Department of Transportation would give rural areas better access to federal assistance, Deputy Secretary Alan Butchman said today.

Butchman said an examination of past policies shows the federal response to rural needs has been "inadequate." He said the Department recognizes this and is attempting to "deal with it in our program formulation."

Speaking before the "Rural America" conference in Washington, D.C., Butchman said, "We expect to have a bill ready for Congressional consideration in January, and it will include a number of recommendations responsive to rural needs." He cited some proposals the bill is expected to include:

- Transportation planning will be consolidated and required on a state-wide basis, as well as within urbanized areas. "We believe transportation grants can be made more useful to local officials if highway and transit planning funds are consolidated into a single grant and disbursed on a formula basis. Our objective is to make it possible for communities -- rural and urban -- to plan their entire transportation system," Butchman said.

- more -



● Funds will be transferrable between highway and transit projects for all areas with a population below 50,000. Up to 50 percent of the highway funds would be eligible for transit capital projects. This is expected to improve the access of rural areas to federal assistance for both transit and highway projects.

● DOT is recommending that the federal matching share, for urban highway transit and rural highway transit programs alike, be equalized. This will encourage local officials to propose projects based upon need, not the amount of federal aid available.

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OFFICE OF THE SECRETARY

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# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
December 7, 1977

DOT R-43-77  
Tel: 202-426-4321

## DOT ANNOUNCES 1978 SUMMER JOBS PROGRAM

Several hundred summer jobs for high school graduates, college students and faculty are available from \$6,200 to over \$15,000 per year for those who qualify under the Department of Transportation's 1978 summer employment program, it was announced today.

High school graduates and undergraduate college students may apply for GS-1 through GS-4 clerical positions paying from \$6,219 to \$8,902 annually. To be eligible, applicants are required to qualify on the U.S. Civil Service Commission's Summer Employment Examination.

A few technical positions (engineering aides) will also be available. No written test is required for those positions. For details concerning positions subject to a written test, test dates, and application procedures, interested persons should contact their nearest Civil Service Commission office.

DOT's summer job program also offers employment opportunities for college graduates with one or more degrees. The GS-5 (\$9,959 per year and above) professional positions are open to college students, graduate students and persons planning to attend graduate school, or those who possess the equivalent in experience related to the duties of the positions for which applying. High school and college faculty members are also eligible for the summer employment program.

- more -

Learning just how a complex Cabinet Department works from the professional, technical and administrative levels and acquiring job experience are some of the rewards to those who qualify for the professional positions. Those interested in GS-5 positions and above must apply before Feb. 15, 1978. Degree applicants should have one of the following academic majors: economics, political science, urban planning, engineering, business administration, law (2 years completed), computer science, public administration, mathematics and transportation.

Last summer about 175 positions in the Washington, D.C. area and approximately an equal number in the combined 10 DOT regional areas of the nation were filled under the summer program. Depending upon budget allocations, a similar number of professional and clerical positions is expected to be available this year. Each DOT region has its own federal summer program and budget under the Civil Service Commission. The summer program period starts in mid-May and extends to the latter part of September.

Degree applicants and faculty members may secure further information and applications by writing to: United States Department of Transportation, Central Employment Information Office, Room 2223, TAD-18, 400 7th Street, S.W., Washington, D.C. 20590

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

PARA DAR A PUBLICIDAD  
IMEDIATAMENTE

DOT R-43-77  
Tel: 202-426-4321

## EMPLEOS DURANTE EL VERANO EN EL DEPARTAMENTO DE TRANSPORTE (DOT)

Se ha dado a conocer hoy que están disponibles varios cientos de empleos durante el verano, para graduados de las escuela secundaria, así como para estudiantes y profesores universitarios, que llenen los requisitos establecidos por el Departamento de Transporte en su programa de empleos veraniegos para 1978. Estos empleos pagan desde \$6.200 a mas de \$15.000 anuales.

Los graduados de escuelas secundarias y estudiantes universitarios pueden presentar solicitud para ocupar puestos en grados GS-1 hasta GS-4, tanto como oficinistas o en posiciones técnicas. Los sueldos de estos puestos van de los \$6.219 a los \$8.902 anuales. A fin de ser elegibles, los solicitantes deben reunir los requisitos necesarios para tomar el Examen para Empleos Veraniegos de la Comisión del Servicio Civil de los Estados Unidos (U.S. Civil Service Commission's Summer Employment Examination).

Algunas posiciones de caracter tecnico (Ayudantes de Ingenieria) también estaran disponibles. No se requiere un examen escrito para estos puestos. Para obtener detalles sobre posiciones que estan sujetas a examen escrito, fechas de examen, y procedimientos para solicitarlos, las personas interesadas deberan ponerse en contacto con la Oficina de la Comisión del Servicio Civil mas proxima.

- continua -

El programa de empleos veraniegos de DOT también ofrece oportunidades de empleo a graduados universitarios con uno o más títulos. Las posiciones profesionales GS-5 (de \$9.959 anuales en adelante) están abiertas a graduados universitarios, estudiantes graduados y personas que tengan la intención de asistir a clases para graduados, o a aquellas personas que posean el equivalente en experiencia relacionada con los deberes a desempeñar en el puesto para el que presentan su solicitud. Los profesores de escuelas secundarias y universitarios también son elegibles para el programa de empleos veraniegos.

Aquellos que ocupen las posiciones profesionales obtendrán, entre otras recompensas, la de aprender la forma en que funciona un departamento complejo del gabinete, desde los niveles profesional, técnico y administrativo. Los interesados en posiciones de GS-5 en adelante, deberán presentar su solicitud antes del 15 de febrero de 1978. Los solicitantes con título universitarios deberán poseer una de las siguientes especialidades académicas: economía, ciencia política, planeamiento urbano, ingeniería, administración comercial, derecho (leyes - deberá haber completado 2 años), ciencias de computadoras, administración pública, matemáticas y transporte.

El año pasado se llenaron unas 175 posiciones en la región urbana de Washington, D.C. y aproximadamente el mismo número en las 10 secciones regionales que DOT posee en el país, bajo el programa de empleos veraniegos. Dependiendo de las asignaciones de presupuesto, se espera que el mismo número de puestos profesionales y de oficinistas esté disponible este año. Cada una de las regiones de DOT cuenta con su propio programa de empleos veraniegos y presupuesto para el mismo de acuerdo a la Comisión del Servicio Civil. El período cubierto por este programa comienza a mediados de mayo y se extiende hasta fines de setiembre.

Los solicitantes con título universitario así como los profesores pueden obtener información adicional así como solicitudes, escribiendo a: United States Department of Transportation, Central Employment Information Office, Room 2223, TAD-18, 400 7th Street, S.W., Washington, D.C. 20590.

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE WEDNESDAY  
December 7, 1977

DOT-13377  
Phone: (202) 426-4321

## ADAMS CALLS FOR CHANGES IN USE OF TRANSPORTATION GRANTS

The more than \$10 billion in annual federal transportation grants should be a powerful tool in achieving the national goals of urban revitalization, rural mobility, increased employment and energy conservation, Secretary of Transportation Brock Adams said today.

"But," the Secretary told the conference of the National League of Cities meeting in San Francisco, "before we can begin using our funds in a more realistic and effective manner, we must alter the way in which transportation funds are distributed."

Also, Adams said, federal transportation funds should be used at the local level to spur private investment and development.

In discussing the formulation of new transportation policies and future legislation, Secretary Adams outlined four basic goals to improve the effectiveness of the federal grant program.

These are:

- \* Greater flexibility in the use of funds by elected state and local officials.
- \* To the greatest degree possible, establish a uniform matching ratio for local assistance in all transportation programs to eliminate bias in favor of the program offering the largest federal share.
- \* To simplify and consolidate the transportation planning program to assure that capital programs have been developed and approved through a comprehensive process that evaluates their impact on the environment and society.
- \* To distribute a greater portion of grant funds on a formula basis, thus eliminating the "grantsmanship game."

To carry out the necessary changes in grant distribution, Secretary Adams made a five-step proposal.

The first step, he said, would consolidate highway and transit planning grants and distribute them on a formula basis. This would enable state and local officials to complete plans for an entire transportation system.

Second, federal aid for urban systems to areas with more than one million people should be coordinated with existing public transit funding, the Secretary said. Local officials could tradeoff between highway and any transit projects, he said.

Third, discretionary transit funding should be continued for the nation's older cities in an effort to restore their economic vitality, Secretary Adams said. In addition, he said, most other transit capital and operating funds should be combined into a single grant that can be distributed on a formula basis.

As part of this revitalization program, the existing rail transit and commuter rail systems in New York City, northern New Jersey and Chicago should be modernized, the Secretary said. "An accelerated schedule of work on these systems would result in immediate employment benefits, and would provide tangible improvement to transit systems serving millions of daily riders," he said.

Fourth, if funds can be made available, a speedup in the construction of new rail transit projects should be considered to create increased economic benefits to these cities and complete the systems faster, Secretary Adams said. Construction of rail systems extensions are underway in Chicago and New York City, he pointed out, and commitments to new starts or major improvements have been made in Atlanta, Baltimore, Philadelphia, Buffalo, Detroit and Miami. First segments of new systems should be started in the central city to make sure the benefits of the federal investment go first to the part of the city needing the most help, the Secretary said.

Fifth, Adams said, a formula grant program should be developed to improve highways and mass transit in all areas with an urban population below 50,000. To make the grants an effective tool for these small cities and rural areas, he said, "all needs -- including operating expenses for transit -- should be covered."

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# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 2:00 P.M. MONDAY  
December 12, 1977

DOT-13477  
Phone: (202) 426-9550

## 12 BILLION GALLON FUEL SAVING ESTIMATED FOR MORE EFFICIENT LIGHT TRUCKS AND VANS

The Department of Transportation today asked for comment on a proposal to increase average fuel economy standards for passenger type vans and utility vehicles such as pickup trucks in model years 1980 and 1981 in order to save an estimated 12 billion gallons of fuel over the lifetime of these vehicles.

The proposed new standards range from 1 to 3 miles-per-gallon improvement over the average now being realized by these vehicles.

Up to now, DOT's fuel economy standards have covered vehicles up to a gross vehicle weight of 6,000 pounds. The DOT proposes to increase coverage to vehicles with gross weight ratings up to 8,500 pounds, thereby covering three times as many vehicles as the 1979 standards.

(Gross vehicle weight is the weight of the vehicle, plus the weight of its load.)

The National Highway Traffic Safety Administration is seeking comment for a 45-day period and will hold a public hearing on the proposed rule on January 16, 1978, beginning at 8:30 a.m., in Federal Office Building 10A, 800 Independence Avenue, S.W., Room 310.

In announcing the proposals, National Highway Traffic Safety Administrator Joan Claybrook said, "Traditionally, vans and pickup trucks were used for commercial purposes, but in recent years, the public has purchased them primarily for passenger use and most are now in use for everyday and recreational driving."



"Our analysis indicates that by getting the maximum fuel efficiency from these vehicles, the nation will save some 12 billion gallons of fuel over the average life of these vehicles," Claybrook added.

"Because of the popularity of these vehicles, they must come under fuel efficiency standards or we will lose the fuel savings we will be achieving from passenger car fuel economy standards," Claybrook pointed out.

In its notice of proposed rulemaking NHTSA proposed:

- A 1980 model year average standard of 16.2 mpg for four-wheel drive vehicles and 19.2 for two-wheel drive vehicles and requested comment on variations above and below this target.
- If vehicles manufactured in American-owned plants abroad (known as captive imports) are included in the manufacturer's domestic average, the standard would be 19.7 for two-wheel drive and 16.6 for four-wheel drive vehicles.
- A 1981 model year average standard of 17.7 mpg for four-wheel drive vehicles and 20.5 mpg for two-wheel drive vehicles.
- Inclusion of "captive imports" in a manufacturer's domestic average would increase the 1981 standard to 18.0 for four-wheel drive vehicles and 21.0 mpg for two-wheel drive.

"Our proposed standards are based on the best available data," Claybrook said. "However, we are not inflexible. We are actively seeking comments and information from manufacturers, citizen groups and other interested segments of the public to insure that the final rule we adopt is not only practical, but also effective in helping achieve our energy conservation needs."

Claybrook said the manufacturers' comments and those from all interested segments of the public will be considered before a final rule is issued.

Commenting on the standard of gross vehicle weight rating, she said "The public should understand we are not dealing with large, over-the-road trucks, but vehicles that can weigh less than a full-sized station wagon and yet can be fully loaded up to 8,500 pounds."

Claybrook noted that vehicles up to 8,500 pounds gross weight rating could have been included in the 1979 fuel economy standard but when the standard was being considered the fuel economy data to effectively determine compliance did not exist. Since that time, the Environmental Protection Agency has developed testing procedures for the larger vehicles and such data is now available.

NHTSA also requested comments on the following specific issues:

- Is 18-months sufficient lead time for manufacturers to meet specifications of the proposed rule?

- Can manufacturers raise the money they need to make the projected product improvements, given competing demands for capital because of safety, emission control and passenger automobile fuel economy programs?
- Should the model year 1979 rule be amended to include vehicles with gross weight ratings above 6,000 pounds, and what should be the appropriate upper gross vehicle weight rating?
- Did NHTSA use accurate procedure to develop baseline fuel economy data for vehicles with gross vehicle weight ratings in the 6,001-8,500 range?
- To what extent can light weight materials such as aluminum and plastics be substituted for heavier materials by 1980-81.
- Whether manufacturers can include the fuel economy of their "captive imports" to meet the final standard.
- Minimum acceptable levels of acceleration performance of the vehicles affected by the rulemaking, and the feasibility of using turbo-chargers to maintain performance while reducing engine size.

While the proposed new rule might add \$160 to the cost of typical light trucks and vans, NHTSA estimates this potential increase would be offset by an estimated \$760 fuel savings over the life of the vehicle.

A NHTSA analysis shows that manufacturers can meet the newly proposed standards by readily available techniques and without major vehicle or engine redesign. Usable techniques include electronic engine controls, improved lubricants, radial tires, improved transmissions, approximately 200 pounds of weight reduction in each model year, axle ratio changes and greater use of smaller engines.

The fuel economy rule applicable to model year 1979 vans, pickup trucks and general utility vehicles was issued on March 8, 1977, and is applicable to vehicles rated at the 6,000 gross vehicle weight. Under that rule, two-wheel drive vehicles must meet an average fuel economy standard of 17.2 miles-per-gallon and four-wheel drive vehicles must meet an average standard of 15.8 mpg.

The notice of proposed rulemaking is scheduled to be published in the December 15, 1977, edition of the Federal Register.

Comments on the notice should be received by January 26, 1978, and submitted to:

Executive Secretariat  
National Highway Traffic Safety Administration  
Room 5211  
400 Seventh Street, S.W.  
Washington, D.C. 20590

Persons wishing to testify at the January 16th public hearing should contact the Executive Secretariat, NHTSA, at the address above.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
December 12, 1977

DOT 135-77  
Tel: (202) 426-4321

## DOT SUPPORTS 2 ICC PROPOSALS ON MOTOR CARRIER INDUSTRY

In an effort to reduce excessive paperwork and unnecessary, lengthy and expensive regulatory proceedings, the Department of Transportation today supported two Interstate Commerce Commission proposals concerned with the motor carrier industry.

The proposals would allow carriers to serve new plant sites without following all current application procedures and would make it easier for a trucking firm to obtain permission for dual authority to operate as both a common and contract carrier.

DOT General Counsel Linda Heller Kamm said, "These proposals are in accordance with the Administration's efforts to eliminate unnecessary regulations." The department favored the proposals because they are aimed at reducing "needless and inappropriate entry regulation," she added.

DOT's comments, submitted today to the ICC, were made in response to an ICC request that interested parties submit their views on these proposals.

- more -



Under one of the new proposals, an existing or new carrier could apply, during a pre-determined period, to serve a new plant site by demonstrating only its fitness to perform the service and providing an affidavit of shipper support.

Kamm noted that the proposal is a "thoughtful response to a regulatory situation in which existing carriers protest grants of operating authority that they themselves never possessed."

In its supporting arguments, DOT pointed out that existing carriers have no inherent right to new traffic, and therefore, that the "Commission ought not engage in lengthy, expensive and needless litigation over the need to certificate new carriers."

There also is no reason to assume that existing carriers could not compete effectively with new firms for the traffic from new plants in their area, the DOT statement added. It suggested the proposal be extended to include contract carriers as well.

Under the DOT suggestion, a carrier could apply to serve a new plant at any time before its opening and the shipper's affidavit would suggest the time to be allowed for applying after the plant opens.

Concerning the second proposal, DOT noted that under current ICC regulations a carrier may not operate as both a common and contract carrier if there is a "reasonable likelihood" that the dual operation would lead to discriminatory practices. Earlier this year, an ICC task force found this standard unnecessarily restrictive and recommended the commission allow dual authority, unless a specific case is made that rate discrimination or other abuses would result.

DOT said past evidence that dual operations do not lead to discrimination, coupled with the benefits gained from reducing needless and expensive litigation, provide good cause for allowing dual operation under less restrictive conditions.

# # # #

For further information:  
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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR IMMEDIATE RELEASE  
December 16, 1977

DOT 138-77  
Tel: (202) 426-3574

## SEAWAY TOLL AGREEMENT TO INCLUDE THREE-YEAR PHASE-IN OF INCREASES

Secretary of Transportation Brock Adams, after a discussion with Canadian Transport Minister Otto Lang, announced today that the Department of Transportation's Saint Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority of Canada have reached agreement on a revised Joint Seaway Tariff of Tolls. The agreement provides for previously announced increases to be phased-in over three years beginning in 1978.

When fully implemented in 1980, the Seaway tolls will be identical to those announced in August of this year. Under the phase-in plan, however, roughly 50 percent of the increases in tolls on cargo will occur in 1978, followed by 25 percent in each of the two succeeding years. The new tariff will include the same commodity classes as announced in August and will provide for the imposition of tolls on cargo at the Welland Canal as well as on the Montreal-Lake Ontario (MoLo) Section of the Seaway. The phase-in was recommended by the Seaway Corporation's Advisory Board and Administrator D. W. Oberlin after reviewing comments received during a public hearing and comment period in the United States.

Tolls per short ton for transit of both sections of the Seaway in 1978 will be as follows: 63 cents for bulk cargo; 90 cents for containerized cargo; 55 cents for grain and government aid cargo; and \$1.40 for general cargo. As announced in August, tolls will actually be assessed on the basis of metric tons (1,000 kilograms or 2,204.62 pounds) rather than short tons (2,000 pounds). Not affected by phasing is the increase in the charge per gross registered tonnage of commercial vessels. Beginning in 1978 a charge of 7 cents per gross registered ton will be assessed at both the Welland Canal and the Mo-Lo sections. The present Welland Canal lockage charge of \$100 per lock will be discontinued.



In announcing the agreement, Secretary Adams said: "The negotiators of both countries deserve a great deal of credit for arriving at a Seaway toll agreement which realistically serves the financial needs of both Seaway entities. By phasing-in the toll increases over three years so that full implementation will not occur until about the same time as the proposed assessment of user charges on the nation's other waterways, we have also addressed one of the foremost concerns expressed by Great Lakes leaders during the recent public comment period."

Seaway Corporation Administrator Oberlin noted: "No one likes to see the tolls increased, but after holding the line since 1959 we have no choice but to raise our charges. Under our statute we must recover the costs of operating and maintaining our facilities. Every effort has been made to keep the increases fair and equitable and by phasing the increases, the impact on Great Lakes ports should be kept to a minimum."

Under the new tariff, the U.S. share of revenue generated on the Mo-Lo section will be 29 percent rather than 27 percent as has been the case for the past 10 years. The Seaway Corporation projects its share of revenues will be about \$9 million in 1978. This will enable the Corporation to meet all its costs of operation, maintenance and depreciation for the year and retire a portion of its outstanding construction debt of \$115 million still owed to the U.S. Treasury. The Treasury Department has agreed to a rearrangement of the Corporation's debt retirement schedule to accommodate the three-year phase-in.

The agreement between the Seaway entities will be formalized at a later date through an exchange of notes between the governments.

The Seaway entities also announced that they will be giving further consideration to methods of covering the extraordinary costs associated with post season operations.

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# SAINT LAWRENCE SEAWAY JOINT TARIFF OF TOLLS

Comparison of Present Tolls with those to be assessed from 1978 through 1981

	Per Short Ton <sup>1/</sup>			
	Existing	1978	1979	1980/81
<u>Montreal-Lake Ontario Section</u>				
<u>(full transit)</u>				
Bulk.....	\$ .40	\$ .45	\$ .56	\$ .62
Containers.....	.90	.62	.62	.62
Government Aid Cargoes <u>2/</u> .....	.40/.90	.37	\$ .37	\$ .37
Grain.....	.40	.37	.37	.37
General.....	.90	1.15	1.35	1.50
Vessel charge, per gross registered ton.	.04	.07	.07	.07
<u>Welland Canal Section</u>				
<u>(full transit)</u>				
Bulk.....	none	.18	.22	.28
Containers.....	none	.28	.28	.28
Government Aid Cargoes <u>2/</u> .....	none	.18	.22	.28
Grain.....	none	.18	.22	.28
General.....	none	.25	.35	.45
Vessel charge, per gross registered ton.	none	.07	.07	.07
Vessel charge for 8 locks.....	800.00	none	none	none
<u>Combined Sections (full transit)</u>				
Bulk.....	.40	.63	.78	.90
Containers.....	.90	.90	.90	.90
Government Aid Cargoes <u>2/</u> .....	.40/.90	.55	.59	.65
Grain.....	.40	.55	.59	.65
General.....	.90	1.40	1.70	1.95
Vessel charge, per gross registered ton.	.04	.14	.14	.14
Vessel charge for 8 locks.....	800.00	none	none	none

1/ The new tolls will actually be assessed on a metric ton (1000 kilogram or 2,204.62 lb.) basis.

2/ Government aid cargo includes cargoes currently classed in both the bulk and general cargoes.

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
December 19, 1977

DOT 137-77  
Tel: (202) 426-0135

## GRANTS FOR 1978 GAS PIPELINE SAFETY

Secretary of Transportation Brock Adams today announced grants totaling \$2.4 million to assist 47 States to strengthen gas pipeline safety programs.

The allocation of funds was based on the estimated cost for each State's natural gas pipeline safety activities during 1978. The funds will be used for personnel, training, equipment, and other related costs associated with gas pipeline safety programs.

The amount allocated for 1978 pipeline safety programs is \$100,000 greater than in 1977.

States not applying for Federal financial assistance for pipeline safety programs in the coming year are Texas, Oklahoma, Alaska, South Carolina, New Mexico, and Florida (Public Service Commission).

The allocations are listed on the following page.

ALLOCATION OF FY 1978 FEDERAL FINANCIAL ASSISTANCE FUNDS TO STATE  
AGENCIES FOR GAS PIPELINE SAFETY PROGRAMS  
(\$2,400,000 to 47 STATES)

<u>State</u>	<u>Amount of Federal Funds</u>	<u>Payment Agreement No.</u>
ALABAMA	\$ 119,115	DOT-GB-80001
ARIZONA	20,443	DOT-GB-80002
ARKANSAS	43,874	DOT-GB-80003
CALIFORNIA	119,116	DOT-GB-80004
COLORADO	42,839	DOT-GB-80005
CONNECTICUT	29,250	DOT-GB-80006
DELAWARE	8,792	DOT-GB-80007
FLORIDA (Fire Marshal)	35,040	DOT-GB-80008
GEORGIA	83,250	DOT-GB-80009
HAWAII	12,500	DOT-GB-80010
IDAHO	13,115	DOT-GB-80011
ILLINOIS	99,510	DOT-GB-80012
INDIANA	58,741	DOT-GB-80013
IOWA	40,350	DOT-GB-80014
KANSAS	58,895	DOT-GB-80015
KENTUCKY	107,891	DOT-GB-80016
LOUISIANA	107,170	DOT-GB-80017
MAINE	11,539	DOT-GB-80018
MARYLAND	14,602	DOT-GB-80019
MASSACHUSETTS	41,447	DOT-GB-80020
MICHIGAN	119,115	DOT-GB-80021
MINNESOTA	40,179	DOT-GB-80022
MISSISSIPPI	59,307	DOT-GB-80023
MISSOURI	54,781	DOT-GB-80024
MONTANA	19,000	DOT-GB-80025
NEBRASKA	40,537	DOT-GB-80026
NEVADA	15,780	DOT-GB-80027
NEW HAMPSHIRE	14,648	DOT-GB-80028
NEW JERSEY	55,235	DOT-GB-80029
NEW YORK	119,115	DOT-GB-80030
NORTH CAROLINA	54,356	DOT-GB-80031
NORTH DAKOTA	8,025	DOT-GB-80032
OHIO	80,407	DOT-GB-80033
OREGON	47,054	DOT-GB-80034
PENNSYLVANIA	95,723	DOT-GB-80035
RHODE ISLAND	44,328	DOT-GB-80036
SOUTH DAKOTA	21,225	DOT-GB-80037
TENNESSEE	104,963	DOT-GB-80038
UTAH	19,670	DOT-GB-80039
VERMONT	17,559	DOT-GB-80040
VIRGINIA	34,553	DOT-GB-80041
WASHINGTON	33,136	DOT-GB-80042
WEST VIRGINIA	73,170	DOT-GB-80043
WISCONSIN	47,514	DOT-GB-80044
WYOMING	56,231	DOT-GB-80045
DISTRICT OF COLUMBIA	36,250	DOT-GB-80046
PUERTO RICO	20,660	DOT-GB-80047
TOTAL	2,400,000	



# U.S. Department of Transportation

## news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE WEDNESDAY  
December 21, 1977

DOT-13677  
Phone: (202) 426-4321

Speaking today in Georgia at a ceremony marking the opening of the first Interstate Highway to be completed from border to border, Secretary of Transportation Brock Adams recommended a "short timetable" for the completion of the nation's Interstate Highway System.

With the opening of the final Georgia segment, near Marietta, I-75 is completed from Sault Ste. Marie, Michigan, to Tampa, Florida, a distance of 1,575 miles. Constructed at an estimated cost of \$3.5 billion, I-75 crosses six states--Michigan, Ohio, Kentucky, Tennessee, Georgia and Florida. The first section was opened in 1952 near Cincinnati, Ohio.

In addition to Secretary Adams, among those participating in the dedication ceremony were Governor George Busbee of Georgia; Federal Highway Administrator William M. Cox; Georgia Transportation Commissioner Thomas D. Moreland; Mayor Jerald Peters of Sault St. Marie; and Mayor William Pope of Tampa.

The ceremony was organized and sponsored by the Committee for I-75 in Georgia and was held at the intersection of I-75 with Chastain Road, some four miles north of Marietta.

Secretary Adams said draft legislation now under review for submission to Congress next month will require the states to complete unfinished segments of the Interstate System by a specified date or withdraw them from the system.

- more -

To speed the rate of Interstate construction, he said the proposed legislation would permit a state to draw on federal highway funds a year in advance if current apportionments had been obligated.

"I believe we must get on with the job so that we can shift more of our attention to the resurfacing, restoration and rehabilitation needs, not only of the Interstate but our total highway system," Secretary Adams said.

"Not since the first transcontinental railroad was built, has there been such a spirit of cooperation and commitment in support of a national transportation system as we have seen in the construction of the Interstate network," Secretary Adams said. "Our entire highway system is a reflection of federal, state and local governments, joined with private enterprise, working to supply a public need. The Interstate System is the crowning achievement of that partnership -- the pride of every American motorist, the envy of other nations and a valuable national asset."

While praising the efficiency of Interstate highways, Secretary Adams found one fault -- "They tempt us to speed.

"I hope," he said, "we will do all we can to resist that temptation. The 55 mile-per-hour speed limit has shown that slower speeds save lives and fuel."

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
THURSDAY, December 29, 1977

DOT R-45-77  
(202) 426-4321

## DOT FUNDS INTEREST DUE ON METRO REVENUE BONDS

The Department of Transportation has authorized funding of \$22.9 million to the Washington Metropolitan Area Transit Authority (WMATA) to pay the federal share of interest due January 1, 1978, on the authority's revenue bonds. The local share of the interest payment is \$3.3 million.

In a December 28, 1977, letter to WMATA General Manager Theodore Lutz, Secretary of Transportation Brock Adams said the funds were released because the authority's board has agreed "to develop a financial plan on or before August 31, 1978."

Adams added that the Federal government "is prepared to continue working closely with you on the analysis of alternatives. It is imperative that all the parties involved in financing and constructing Metro complete this work as soon as possible so we can move rapidly forward."

Secretary Adams had said on November 21, 1977, in a letter to WMATA Chairman Francis W. White that there would be no commitment of federal funds to construction of the Metrorail system beyond the presently approved 60-mile system until a comprehensive financial plan was developed for capital investment, operating costs and bonded indebtedness.

The Secretary's action at that time had held in abeyance Metro's plans to extend Route B to Glenmont, Route E to Greenbelt, Route F to



Branch Avenue, Route H to Franconia and Route K to Vienna -- in total some 40 miles of the originally proposed 100-mile system.

Secretary Adams pointed out in the letter to White that the estimated cost of the five unapproved Metro extensions is \$1.8 billion and that a maximum of only \$1.2 billion is expected to be available from future transfers from interstate highway construction.

"This source of funds represents the maximum amount of federal participation in the system which can currently be identified and must be matched by non-federal funds," Adams said on November 21. "Any future financial plan will by necessity have to detail these fiscal resources and their specific applications."

The board's resolution to develop such a financial plan prompted the Secretary to release the interest funding today.

The Secretary said he has asked Urban Mass Transportation Administrator Richard Page "to act as Chairman of a Metro steering committee involving representatives of the Department of Transportation, the Domestic Council, and the Office of Management and Budget. I hope you and your staff will be able to meet with them during the second week of January to discuss the estimated system cost, status of the alternatives analysis and your progress in preparing a framework and schedule for the required financial plan.

"I want to do everything possible to expedite the construction presently underway and to rapidly reach the decisions necessary to create a viable, efficient Metro system that will meet the needs of the entire Washington metropolitan area," Adams concluded.

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# U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY  
December 30, 1977

DOT 139-77  
(202) 426-4321

*Planning & Implementing priority Techniques for*  
**MANUAL TELLS HOW TO INSTALL LANES FOR CARPOOLS AND BUSES** *High Occupancy Vehicles*

With the support of the U.S. Department of Transportation, 34 major urban-area governments have developed a three-volume manual on how to successfully install traffic lanes giving priority to carpools and buses.

The manual was developed by the Transportation Task Force of the Urban Consortium for Technology Initiatives. Formed in 1974, the consortium is a coalition of 28 cities and 6 counties with populations over 500,000. DOT and the consortium have been cooperating to determine research needs and formulate solutions to urban problems.

Public Technology, Inc., which handles the consortium's administrative and technical services, prepared the manual.

The task force had developed a list of the 10 most-pressing transportation needs, including preferential and exclusive traffic lanes for buses and carpools. The manual was produced to meet this need and will be tested in several cities that are consortium members during the next six months. From these test results, and reactions from other users, a revised manual will be issued late in 1978.

Each volume of the manual provides a different level of detail for users in city government.

The first volume gives local administrators and elected officials only the information needed for a decision on whether to begin a priority traffic lane project. The next volume provides more technical information for those who plan or manage these projects. The third volume is a technical guide for staff members involved in detailed planning, design and implementation.

The task force gave several reasons for urban areas to consider these priority techniques. They are:

- Less costly to install and operate than other traffic alternatives.
- Started quickly compared with other alternatives, with immediate and visible payoffs.
- Flexible and easily modified or ended should problems arise.
- Eligible for federal aid.

The Urban Mass Transportation Administration's Service and Methods Demonstration Program provided funding for the manual's development.

A limited number of copies of the manual are available on request from:

Technology Sharing Program (TCI-20)  
U.S. Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590  
(202) 426-4208

The manuals will also be available from the National Technical Information Service once this current supply is exhausted.

Chief Executive Report:	PB 271623/AS	\$4.00
Program Manager Report:	PB 271624/AS	\$4.00
Technical Guide:	PB 271625/AS	\$10.50
3 Volume Set:	PB 271622/AS	\$15.00

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