



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE MONDAY  
December 15, 1975

DOT 96-75  
Phone: (202) 426-4321

Roger W. Hooker, Jr., was sworn in today as Assistant Secretary of Transportation for Congressional and Intergovernmental Affairs.

Hooker, 34, comes to the department from his position as Assistant to the Vice President for Congressional Affairs, which he had held since January 1975.

Prior to joining Vice President Nelson A. Rockefeller's staff, Hooker was from February 1974 to January 1975 Deputy Director for Panels and Director of Domestic Studies, Commission on Critical Choices for Americans.

From November 1970 to February 1974, Hooker held various positions with New York State including Deputy Secretary to the Governor (Rockefeller and Malcolm Wilson) and Director of New York State's Washington office.

The assistant secretary practiced law in New York City from November 1967 to November 1970. He was graduated from Princeton University in 1963 and received his law degree from Columbia University School of Law in 1967.

Hooker was born in Niagara Falls, N.Y., and is married to the former Joan Folinsbee Wiggins.

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JJC/3PM/12/12/75/TCI-1/



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE  
December 19, 1975

WASHINGTON, D.C. 20590

DOT R-92-75  
Phone: (202) 426-4321

U.S. Secretary of Transportation William T. Coleman, Jr., said today President Ford will veto the Railroad Revitalization and Regulatory Reform Act as anticipated to be passed by Congress.

The proposal, which is Senate bill 2718, should be vetoed because it "will result in a significant increase in the federal deficit as well as the frustration of a responsible and efficient program to accomplish the essential revitalization of the nation's railroads," Secretary Coleman said.

"What you see is not all you will pay," the Secretary said. "On its face alone, the bill is too expensive to impose on an already overburdened economy. But that is only part of the story. In addition, there are hidden costs which could be twice as great in the long term."

Unacceptable provisions in the bill that the Administration believes warrant its veto include:

Total Authorizations. The compromise House/Senate bill calls for \$7.5 billion in new authorizations as opposed to \$5.8 billion called for by the Ford Administration's proposal to finance the reorganization of the bankrupt railroads in the Northeast, assist railroads throughout the country and upgrade rail passenger service in the Northeast corridor.

Northeast Corridor. The proposal would authorize \$2.4 billion in non-interest bearing loans and \$235 million in grants to upgrade rail passenger service in the Northeast Corridor to meet certain travel time standards between Washington and New York and between New York and Boston. Not only does this authorization exceed the administration's proposal by \$1.5 billion, but also it sets travel time standards that would require an investment of from \$4 billion to \$9 billion, not \$2.6 billion -- if these travel times can be achieved at all. In addition, the bill calls for the United States Railway Association (USRA), an independent agency to have completed control over the expenditure of federal money for the corridor.

Reorganization of the Bankrupt Railroads. Several crucial inadequacies appear in the proposed act to reorganize the bankrupt railroads.

First, under the terms of the conference report, interest and dividends on the government investment in ConRail would automatically be forgiven in any year in which ConRail did not have retained earnings in excess of \$500 million resulting in a substantial and unjustifiable interest subsidy to the creditors of the bankrupt estates who will own the common stock of ConRail.



Second, the House-Senate report calls for the United States Railway Association (USRA), an independent agency not directly accountable to the taxpayer, to be given complete authority to forgive any and all repayment of the federal investment in ConRail. The administration bill seeks a taxpayer-responsive federal agency to perform this function.

"These two provisions make the bill worse than the Lockheed loan - sometimes referred to as a bailout," Secretary Coleman said.

Third, the administration's support for ConRail was conditioned on ConRail being designed in such a way as to facilitate the transfer of selected properties of bankrupt railroads to solvent railroads. The conference report would permit ConRail management to veto any such transfers. Because the report gives ConRail unrestrained access to the federal treasury, its management will have a vested interest in preventing transfers of its properties to solvent railroads.

Regulatory Reform. The report would continue antitrust immunity for most collective rate-making activities, would leave too much discretion with the ICC (which historically has tended to frustrate greater pricing flexibility) and would result in extensive uncertainty and potential litigation over vague language and concepts.

Other Objections. The report calls for the funding of railroads outside the Northeast through government purchase of preference shares in railroads. These preference shares are the equivalent of very low yield loans which provide substantial and unjustifiable interest subsidies to privately owned companies.

In addition, the report calls for rail service continuation subsidies for light density lines for a period of five years (rather than two years as proposed by the administration) with a federal share of 100 percent and 90 percent in the first two years (as compared to 70 percent in the administration proposal). These subsidy provisions will not require, or even permit, the states to make any important decisions as to which light density lines should or should not be abandoned.

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JJC/3PM/12/18/75



# DEPARTMENT OF TRANSPORTATION

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**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
December 23, 1975

DOT R-93-75  
Phone: (202) 426-4321

The Department of Transportation will sponsor a series of two-day executive seminars on cargo security at its Transportation Safety Institute in Oklahoma City, Ok.

The seminars, which are directed to the management level of the transportation industry, demonstrate the economic impact of the cost of freight losses. Presentations are made on loss analysis and the impact of losses on profit; proven low-cost preventive techniques and effective employee selection procedures.

An initial seminar was held in October 1975 for motor carrier managers and government managers responsible for cargo security and was enthusiastically received.

Seminars have been scheduled for January 19-20, 1976; February 9-10, 1976; and April 12-13, 1976. Each session is limited to 24 participants and the cost is \$60 per participant.

Persons wishing to register or obtain additional information should contact Dick Millan, Transportation Safety Institute, 6500 South MacArthur Blvd., Oklahoma City, Oklahoma 73125; telephone (405) 686-2153.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE FRIDAY  
December 26, 1975

DOT R-88-75A  
Phone: (202) 426-4321

The U.S. Department of Transportation has published in the Federal Register its proposed Consumer Representation Plan.

The proposal outlines several steps the department plans to take to give consumers greater opportunities for involvement in the department's decision-making process, and better access to departmental information.

Also, the proposal explains existing programs in the department to involve consumers in the DOT planning and decision-making processes, and existing programs which inform the consumer of departmental policies and programs.

Initiatives recommended in the proposed plan for the department to increase consumer involvement include:

- Each operating administration is to establish an identifiable consumer affairs focal point at a high enough level within the administration to insure responsiveness to the concerns of consumers.
- All administrations of the department are to adopt, to the extent practical, an "Advance Notice of Policy Development" technique as an early notification that the administration plans to develop a policy dealing with a particular situation or problem and is inviting public comment prior to the statement of a firm position.
- All units of the department are to establish closer communication with consumer organizations and individuals to increase consumer suggestions regarding needs and wants in transportation.
- Each administration is to analyze its methods of responding to consumer inquiries and complaints with an eye toward improving its complaint-handling methods.

Offices currently designated to handle consumer concerns are:

Office of the Secretary (OST)

Office of Consumer Affairs in the Office of the Assistant Secretary for Environment, Safety and Consumer Affairs. Promotes two-way communication between the department and consumers, emphasizing public hearings and consumer conferences; undertakes surveys and other research into consumer attitudes and viewpoints; reviews the department's programs and recommends to the Secretary measures for improving DOT's awareness of and responsiveness to consumers.

National Highway Traffic Safety Administration (NHTSA)

Office of Consumer Services within the Office of Public Affairs and Consumer Services. Seeks consumer views concerning safety-related defects in automobiles; makes recommendations for development of NHTSA's consumer services program; responds to consumer complaints.

Federal Aviation Administration (FAA)

Community and Consumer Liaison Division within the Office of Information Services. Monitors FAA activities relating to consumers and advises administration management on ways to improve responsiveness to consumers; actively seeks to increase consumer involvement in FAA rulemaking.

U.S. Coast Guard

Office of Boating Safety. Responsible for developing and implementing boating safety construction standards and regulations as well as boating operator regulations; maintains an education division which is responsible for disseminating safety information and for developing safety training programs for consumers who own or use boats.

Existing methods the department uses to inform and involve consumers in departmental programs and decision-making include:

Public Hearings. For instance, hearings on airport location, proposed highway location, environmental impact statements and proposed safety regulations.

Rulemaking. Secretary Coleman has directed each administration to give the public at least 45 days for comment on notices of proposed rulemaking, when possible, and to solicit citizen views even on rules normally exempted from public comment.



Local and regional conferences/workshops. This procedure enables consumers to comment both on current departmental programs and contemplated programs and policies.

Consumer comments, complaints and inquiries. This enables consumers to make their feelings known in reference to specific departmental issues, programs, rules, etc.

Hotline. This experimental program operating in one region of the U.S. by the NHTSA is designed to reduce the question or complaint/response time which normally accompanies written communications.

Advisory committees. The DOT has several committees composed of governmental and non-governmental personnel which advise, assess and recommend on either existing or proposed departmental policies, rules, programs, etc.

Market research. The department uses this method when there is a need to measure public opinion, behavior and attitudes and to obtain other data for policy decisions and programs.

Federal aid requirements. The FHWA and UMTA require that every locality applying for federal aid must have a comprehensive transportation planning process that ensures public involvement.

Newsletters. The department publishes and disseminates various consumer newsletters and other material on departmental programs or issues of potential interest to the consumer.

The proposed DOT plan will be reviewed at White House Regional Conferences on Consumer Representation during January 1976, as follows: January 14, Kansas City, Mo., Muehlebach Hotel; January 23, Philadelphia, Pa., Sheraton Hotel; January 30, Los Angeles, Calif., Biltmore Hotel. The public is invited to attend and to participate in the conferences.

Public comment on the plan should be directed to Ann Uccello, Director, Office of Consumer Affairs, U.S. Department of Transportation, Washington, D.C. 20590. Telephone: (202) 426-4542.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
December 31, 1975

DOT 97-75  
Phone: (202) 426-4321

The U.S. Department of Transportation's Technology Sharing Program announced today the publication of a booklet on priority treatment for buses, carpools and vanpools on freeways and city streets.

The document, entitled "Priority Techniques for High Occupancy Vehicles," was prepared by DOT's Transportation Systems Center under joint sponsorship of the Office of the Secretary of Transportation, the Urban Mass Transportation Administration and the Federal Highway Administration.

The booklet, the second in a series of compilations of the state-of-the-art in various transportation topics, is designed to make current knowledge about priority techniques for high-occupancy vehicles more accessible to transportation policymakers, managers, and operators. The freeway priority methods discussed in the document are exclusive rights-of-way, normal-flow and contra-flow reserved lanes and preferential treatment at freeway ramps. Arterial-city street techniques include various types of reserved lanes, bus streets and traffic signal pre-emption for buses.

The publication reports that vehicles using successful priority techniques can save from five to 30 minutes in travel time, which can be a substantial portion of the total work trip. A principal aim of most techniques has been to increase the number of bus riders and encourage carpooling and vanpooling. A comprehensive marketing and public relations campaign has accompanied many successful implementations of these methods, the DOT booklet says.

A supplementary section in the document contains specific information on the priority techniques used on 17 freeways and 37 arterial routes and city streets. References and other sources materials are included for further details.

The document is available from R.V. Giagrande, Technology Sharing Program Office, Transportation Systems Center, Kendall Square, Cambridge, Mass., 02142.

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