DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
August 1, 1975

DOT R-58-75
Tel. 202-426-9550 (HP)

President Ford has announced new appointments to the U. S. Department of Transportation's National Highway Safety Advisory Committee. The 11 new members will serve terms expiring March 15, 1978.

The 38-member committee advises and consults with the secretary of transportation on federal standards for state and community highway safety programs. The new members include:

C. Alvin Bertel Jr., chairman of the board, Dockside Commodity Terminals, Inc., Metairie, La.

Rupert A. Doan, judge, Hamilton County Municipal Court, Cincinnati, Ohio.

Winfield Dunn, former governor of Tennessee, and consultant to Hospital Corp. of America, Nashville, Tenn.

Ralph V. Durham, director, safety and health department, International Brotherhood of Teamsters, Winston-Salem, N. C.

Robert J. Forman, vice president-safety, Greyhound Bus Lines, Inc., Paradise Valley, Ariz.

Norman R. Howard, Oregon State Senate, Portland, Ore.

Walter M. May, vice president, engineering and product, Mack Trucks, Inc., Bethlehem, Pa.

- more -

Jack McDonald, president, Jack McDonald Associates, Great Falls, Va.

Robert T. Monagan Jr., president, California Manufacturers Assn., Sacramento, Calif.

Janet J. Rathe, executive secretary, Oregon Consumer League, Inc., Portland, Ore.

Walter C. Wattles, president, Frank B. Hall and Co., Atlanta, Ga.

Members leaving the committee at this time include: J. W. Stevens, Paul S. Sullivan, Mark Donohue, Daumants Hazners, Clarence Hoffman, Mrs. Paul Gnau, Vincent Brevetti, T. M. Thompson, Henry McQuade, and Mrs. Leota Westfall.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
August 1, 1975

DOT 64-75
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today disapproved the construction of I-66 from the Beltway to the District of Columbia as part of the Interstate Highway System.

"My reasons for disapproval," the Secretary said, "are, first, that the improvement of existing roads and highways in the corridor and the extension of the Metro line to Vienna, Virginia, are prudent alternatives that will meet the transportation needs of the metropolitan area in a manner more consistent with metropolitan development goals and planning objectives and has fewer long term adverse consequences.

"Second," the Secretary said, "the changed circumstances, including the probable end of the plans to build the Three Sisters Bridge and the adoption of the plan to build Metro make no longer suitable the plans to build this segment of I-66 as an Interstate Highway."

In a 16 page text, Secretary Coleman summarized the history and relevent facts on the I-66 case.

"I have set forth the reasons for my decision in some detail because of the substantial public interest in this issue and the delicate state-federal relationships here involved, and what I regard as the obligation of public officials to set forth convincing reasons for our decisions in sufficient detail to allow the validity of those reasons to be critically examined," Secretary Coleman said.

Acknowledging the difficulty of his decision, Secretary Coleman praised the Virginia Department of Highways and Transportation for a creative and thorough job in designing a proposal for a modern multi-modal facility. But, he said, "This is simply the wrong time and wrong place for an otherwise excellent project."

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Among the considerations on which Secretary Coleman based his decision were I-66's essentiality to the Interstate System; the comparative efficiency of alternative transportation plans; the needs of the urban community; environmental/energy considerations; and the relationships of I-66 to Metro and access to Dulles International Airport.

ESSENTIALITY TO THE INTERSTATE SYSTEM

Secretary Coleman said the further construction of I-66 is no longer essential to completion of a unified and connective Interstate System, and must be considered primarily a commuter road designed to serve people in the Washington metropolitan area.

COMPARATIVE EFFICIENCY TO ALTERNATIVE PLANS

"I have not been convinced," Secretary Coleman said, "that the construction of a 6-lane highway is substantially more effective in meeting the community's transportation needs than would be the alternative of building the Metro line to Vienna, Virginia, and making the improvements to the existing highways and streets in the corridor recommended by the 1973 regional transportation plan prepared by the Washington Area Council of Governments."

The Secretary acknowleged that I-66 would provide certain commuters with more efficient transportation than the alternative plan, but, he said, "These incremental benefits do not outweigh the adverse impacts of the highway's construction."

NEEDS OF THE URBAN COMMUNITY

Segments of an Interstate System in urban areas must conform to the particular needs of each locality and be consistent with metropolitan goals and objectives for the future development of the area, Secretary Coleman said.

"In my view the proposed facility does not meet this test," he said. "All local Virginia jurisdictions through which the proposed segment would pass have opposed it, the Transportation Planning Board of the Metropolitan Council of Governments passed a resolution on September 25, 1974, declaring the highway not compatible with regional goals and objectives including the development of mass transit and achievement of air quality.

"Taken together," he said, "these actions demonstrate the inconsistency of the proposed highway with the development goals and planning processes of the metropolitan area and with the expressed views of responsible local officials and legislative bodies.

ENVIRONMENTAL/ENERGY CONSIDERATIONS

"Major new highway construction principally serving radially-oriented, peak hour commuter traffic to the urban centers presents serious environmental issues," the Secretary said.

"Considerations of energy conservation, air quality, noise, conservation of urban and community resources--such as public parks and recreation areas--all suggest the need for a lesser emphasis on automobile use in urban areas, particularly for peak hour radially-oriented commuting. We also must consider whether, in attempting to meet automobile demand, we are generating additional automobile demand or promoting land use patterns which tend to generate still further automobile needs."

Alternative transportation planning provides a prudent alternate to I-66 that will have less adverse long term impact on air quality, noise pollution, separation and disruption of communities, energy use and the taking of parkland, the Secretary said.

Secretary Coleman noted the opposition of the Environmental Protection Agency, the Council on Environmental Quality and the Federal Energy Administration.

RELATIONSHIP TO METRO

Secretary Coleman said he considered the fact that the Metro line to Vienna had been designed in conjunction with I-66.

"If I-66 is not built," he said, "Metro may well incur additional costs including the cost of repurchasing the right-of-way, which, it is maintained by some under Virginia law may have to be returned to the original owners or condemnees.

"Since the estimated cost of the Vienna line is in excess of $350 million, costs related to I-66 do not appear to be a major part of the total," Secretary Coleman said.

RELATIONSHIP TO DULLES

Secretary CoTeman said construction of I-66 to Dulles would improve trip time from Washington to Dulles--but probably less than ten minutes and insignificantly during commuter rush hours.

"I will instruct the Federal Highway Administration to continue to review alternative ways of improving access to Dulles, working closely with state, local and Metro authorities," Secretary Coleman said. "This is an important priority, consistent with the Department's policy of encouraging increased use of Dulles, and we will vigorously seek an alternative solution."

The Secretary requested four follow-up actions. They are:

1. The Federal Highway Administration, working with the Federal Aviation Administration, the Virginia Department of Highways and Transportation and the Transportation Planning Board consider the need for improved access between Dulles and downtown Washington and to develop recommendations thereon to the Secretary.

2. The decision is without prejudice to further consideration by the Virginia Department of Highways and Transportation on the need for a non-Interstate commuter highway in the I-66 corridor if, after consultation with appropriate metropolitan authorities, the state finds it in the best interests of the metropolitan area to build a highway in the corridor, and if the proposal meets all appropriate legal tests.

3. The Deputy Under Secretary of Transportation for Budget and Program Review will review the financial requirements to complete the Metro line to Vienna and report to the Secretary if there are any impediments to completion and if the timetable for completion may be accelerated.

4. The Urban Mass Transportation Administration work with Metro and the appropriate metropolitan planning organization to determine if federal assistance for additional mass transit improvements would help to alleviate congestion in the I-66 corridor and make recommendations thereon to the Secretary.

Copies of the complete text of Secretary Coleman's decision may be obtained from the Office of Public Affairs (S-80), Office of the Secretary of Transportation, Room 9430, 400 7th Street, S.W., Washington, D.C., 20590; telephone: 202/426-4321.

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DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
August 4, 1975

DOT 60-75
Phone: (202) 426-4321

The U.S. Department of Transportation has awarded six contracts for a total cost of $1,020,626 under the Office of University Research's Fiscal Year 1975 Supplementary Solicitation for Major Interdisciplinary Research Programs. Cost sharing funds of $97,056 will be provided by the universities.

The interdisciplinary teams will investigate alternative roles for automobile transportation, system safety for transportation, scenarios for alternative roles of the federal government in transportation, and strategies to overcome barriers to innovations in urban transportation systems.

Research will be conducted under the Program of University Research's Element I which is described as "Major interdisciplinary research programs by teams of faculty and students focusing on transportation problems of national significance. Participation by faculty in both the hard and soft sciences has been encouraged."

The projects were chosen from 66 research proposals. Details on the six research programs follow:

-University of California at Berkeley
Principal Investigator - Dr. William L. Garrison, Director of the Institute of Transportation and Traffic Engineering.
$150,000 from DOT ($13,042 from the university).

The research will evaluate various policies to improve the efficiency and productivity of the automobile in the urban transportation system.

- more -

-University of Illinois at Urbana
Principal Investigator - Dr. A.H.S. Ang, Professor of Civil Engineering
$129,560 from DOT ($53,210 from the university).

A methodology capable of assessing the risk of air, highway, and rail transportation systems will be developed.

-Massachusetts Institute of Technology
Principal Investigators - Dr. Ann F. Friedlaender, Professor in the Departments of Civil Engineering and Economics, and Dr. Robert W. Simpson, Professor in the Department of Aeronautics and Astronautics.
$240,000 from DOT.

The various roles of the federal government in the regulation, promotion, operation, and use of transportation modes will be evaluated and policy scenarios to meet the national needs for safe, economic, and reliable transport developed.

-Massachusetts Institute of Technology
Principal Investigator - Dr. Alan Altshuler, Professor in the Departments of Political Science and Urban Studies and Planning.
$240,000 from DOT.

The project will generate new ideas, and develop implementation strategies for them, for urban transportation to meet energy problems, environmental impacts, economic implications of resource shortages, and the consequences of suburbanization.

-University of Pittsburgh
Principal Investigator - Drs. Joseph S. Drake and Norman P. Hummon, Professors in the Department of Environmental Systems Engineering.
$126,066 from DOT ($18,519 from the university).

Alternative policies to change the patterns of use, ownership characteristics, and technology of automobile transportation will be analyzed and evaluated.

-Polytechnic Institute of New York
Principal Investigator - Dr. Louis J. Pignataro, Professor of Transportation Planning and Engineering.
$135,000 from DOT ($12,285 from the university).

An integrated safety system methodology for transportation systems at the planning, design and operational stages will be developed.

Further information is available from the Office of University Research, Department of Transportation, Washington, D.C. 20590.

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HCC/3PM/072375/TST-60

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
August 4, 1974

DOT 61-75
Phone: (202) 426-4321

The U.S. Department of Transportation today released a study of freight rates and tariffs used by U.S. common carriers.

The study, which centers its efforts on rail and motor tariffs for domestic freights, examines problems caused by the present tariffs, how these problems affect carriers' and shippers' freight bills, and the methods carriers and shippers use to cope with the problems. The study was carried out by the DOT Transportation Systems Center for the department's Office of Facilitation.

Study recommendations include that the DOT:

-- Encourage the purging of unused rates from freight rate tariffs.

-- Determine the economic potential for shippers and carriers that using simpler mathematical expressions for tariff rates would mean.

-- Encourage the use of standard codes and data formats where practical.

-- Determine the technical requirements and the market potential of shipper-carrier computerized rating networks.

-- Conduct seminars to disseminate information and encourage discussion on specific topics within tariff computerization, simplification and standardization.

Copies of the study report, entitled "Tariff Computerization, Standardization and Simplification: The State of the Art and its Policy Implications for the Department of Transportation," are available at a cost of $4.95 from:

National Technical Information Service
5285 Port Royal Road
Springfield, Virginia 22151

Order Number: PB 241049

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JJC/1PM/072175/TES50

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
August 4, 1975

DOT 63-75
Phone: (202) 426-4321

The U.S. Department of Transportation today released a report on a 30-month study of cargo liability -- loss and damage -- in both domestic and international commerce.

Begun in November 1972, the study was carried out by the department's Office of Facilitation with major assistance from private industry, other government agencies and the academic community. The study concentrated its efforts on United States international commerce.

Compared to other nations, the percentage of the foreign trade of the United States is relatively small -- less than 10 percent of the gross national product. However, as measured by dollar volume, the international trade of the U.S. is the world's largest and almost doubled from $108 billion in 1972 to approximately $200 billion in calendar year 1974.

Total dollar amount figures on cargo loss and damage are not available. However, the total cost of theft-related cargo losses from United States transportation is estimated to be in excess of one billion dollars annually. Cargo loss and damage not related to theft has been estimated to exceed $2 billion a year.

With the U.S. investment in international trade increasing annually and factual material on cargo liability scarce, the DOT Office of Facilitation undertook the study to aid international and domestic understanding of cargo liability. The data used in the study are 1972 figures.

Recommendations of the study include:

-- Revision of the $500 per package limit on ocean carrier loss and damage.

-- Establishment of uniform international time limits for the filing of claims and suits.

-- Establishment of a 120-day time limit for the settlement of loss and damage claims which will uniformly apply to all carriage.

-- Continuation of international negotiations toward a private international law convention on multimodal carriage.

- more -

-- Strengthening of industry/government cargo security programs.

-- Expansion of industry and government efforts to reduce non-security cargo loss and damage.

Copies of the report may be obtained at a per copy cost of $7.00 from:

National Technical Information Service
5285 Port Royal Road
Springfield, Virginia 22151

Order No. YS-32004

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JJC/12PM/073075/TES53

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
August 7, 1975

DOT 65-75
Phone: (202) 426-4321

The U.S. Department of Transportation's Office of University Research has awarded 31 contracts to 26 universities under the program's annual solicitation for research and seminars. The cost to DOT is $1,788,067 with cost-sharing funds of $305,349 provided by the universities and cooperators from industry and local governments.

The research projects were selected from 266 proposals submitted to the Office of University Research. Among the areas of research are tunneling, problems of the elderly and handicapped in transportation, bicycle paths, investigation of truck tires, and an evaluation of rural demonstration projects.

The Program of University Research is designed to use the highly-developed, problem-solving capability and motivation of university faculties to deal with transportation problems. The program objectives state, "Universities offer a broad base of knowledge for interdisciplinary and innovative approaches to resolve transportation problems in a relatively unbiased atmosphere."

The program encourages greater involvement of the universities and colleges with DOT, state, regional and local governments, and the transportation industry. The university research is to provide an important contribution to the development of a national transportation policy.

Details of the research programs follow:

* Arizona State University
"Guideway Vehicle Cost Reduction"
J. Karl Hedrick, Associate Professor of Mechanical Engineering
$66,000 from DOT with cost-sharing funds of $11,540 from the university

- more -

* University of California at Berkeley
"Stand-up Time of Tunnels in Squeezing Ground"
Tor L. Brekke, Associate Professor of Civil Engineering
$75,941 from DOT with cost-sharing funds of $4,510 from the university

* University of California at Los Angeles
"Determining the Future Mobility Needs of the Elderly: Development of a Methodology"
Martin Wachs, Associate Professor of Urban Planning
$38,000 from DOT with cost-sharing funds of $7,033 from the university and $2700 from the California Department of Transportation

* University of Colorado
"Seminar on Personal Rapid Transit"
Dennis A. Gary, Assistant Professor in the Department of Civil and Environmental Engineering
$27,000 from DOT with cost-sharing funds of $11,300 from the university

* Gallaudet College
"A Study to Identify the Problems That Deaf People May Encounter with Metro and Dial-a-Bus in Metropolitan Washington"
Ira Winakur, Associate Professor of Economics
$49,140 with cost-sharing funds of $22,900 from the university

* Georgia Institute of Technology
"Low Cost Bicycle Path Pavements"
James S. Lai, Associate Professor of Civil Engineering
$40,000 from DOT with cost-sharing funds of $6,087 from the university

* University of Kentucky
"An Elusive Dimension of the Urban Transportation Problem: The Land Use-Transportation Interface"
John A. Deacon, Associate Professor of Civil Engineering
$29,000 from DOT with cost-sharing funds of $3,206 from the university

* University of Massachusetts
"Regional Transportation Systems to Meet the Special Educational Needs of Handicapped Individuals"
William P. Goss, Associate Professor of Mechanical Engineering
$85,000 from DOT with cost-sharing funds of $37,825 from the university and $63,050 from the Massachusetts Department of Education

* University of Michigan
"Minimum Rolling Loss Truck Tires"
Samuel K. Clark, Professor in the Department of Mechanics and Engineering Science
$67,650 from DOT

* University of Minnesota
"Distributed Computer Systems for Traffic Control"
Larry L. Kinney, Associate Professor of Electrical Engineering
$47,742 from DOT with cost-sharing funds of $6,152 from the university

* North Carolina A & T State University
"Evaluating Rural Public Transportation Demonstrations"
Arthur Saltzman, Associate Professor in the Department of Business Administration
$73,349 from DOT with cost-sharing funds of $4,409 from the university and $6,000 from various state agencies

* University of North Florida
"Study of Unions, Management Rights, and the Public Interest in Mass Transit"
Jay A. Smith, Jr., Associate Professor in the Department of Transportation and Logistics
$59,847 from DOT with cost-sharing funds of $5,400 from the university

* Northwestern University
"Second International Conference on Issues in Behavioral Travel Demand Theory and Estimation"
Peter R. Stopher, Associate Professor of Civil Engineering
$16,116 from DOT with cost-sharing funds of $1,966 from the university

* Northwestern University
"Transportation Energy Consumption and Urban Form Relationship"
Joseph L. Schofer, Professor of Civil Engineering
$42,000 from DOT with cost-sharing funds of $1,800 from the university

* Northwestern University
"Continued Development of an Experimental Regional Transportation Information Diffusion Unit"
Gustave J. Rath, Professor of Industrial Engineering and Management Science
$56,737 from DOT with cost-sharing funds of $8,248 from the university

* University of Pennsylvania
"Transport of Solid Commodities Via Freight Pipeline"
Iraq Zandi, Professor of Civil and Urban Engineering
$64,529 from DOT with cost-sharing funds of $3,674 from the university

* University of Pennsylvania
"Primary Services Versus Support Functions in Urban Transit"
Anthony R. Tomanzinis, Director of Transportation Studies Center
$84,461 from DOT

* Pennsylvania State University
"An Experiment in Freight Modal Choice Delineating the Rail-Truck Interface"
Alan J. Stenger, Assistant Professor of Business Logistics
$42,266 from DOT with cost-sharing funds of $2,224 from the university

* University of South Dakota
"A Field Comparison of Standard Emergency-Vehicle Signals with a Sequentially-Fired Flash Tube Array"
Jan Berkhout, Associate Professor of Psychology
$27,157 from DOT with cost-sharing funds of $3,180 from the university

* South Dakota State University
"A Pilot Study to Investigate Efficient Complementary Transportation and Marketing Systems for South Dakota"
Richard K. Rudel, Assistant Professor of Marketing, College of Agriculture
$89,723 from DOT with cost-sharing funds of $20,000 from the university

* University of Southern California
"Characteristics of Multilane Traffic Flow from Aerial Data"
Antranig V. Gafarian, Professor of Industrial and System Engineering
$60,291 from DOT with cost-sharing funds of $4,108 from the university

* University of Southern California
"Seminars in Transportation Safety"
Margaret H. Jones, Professor of Human Factors, Institute of Safety and Systems Management
$26,718 from DOT with cost-sharing funds of $2,500 from the university and $2,000 from the State of California

* Stanford University
"Development of a Rational Design Methodology for Soft Ground Grouted Tunnels"
G. Wayne Clough, Associate Professor of Civil Engineering
$61,501 from DOT with cost-sharing funds of $3,237 from the university

* Stevens Institute of Technology
"A Publico System for Highly Congested Urban Areas"
Arthur Lesser, Jr., Professor of Engineering Economics, Department of Management Science
$94,430 from DOT with cost-sharing funds of $5,000 from the university

* Syracuse University
"Wear and Fracture Characteristics of Critical Components in Ground Transportation Systems"
Douglas V. Keller, Jr., Professor of Materials Science
$73,142 from DOT with cost-sharing funds of $13,437 from the University and $16,000 from the American Association of Railroads

* University of Tennessee
"Developing Local Strategies as Alternatives to Abandonment of Light Density Rail Lines."
Edwin P. Patton, Jr., Associate Professor, College of Business Administration

* University of Texas at Austin
"Ride Quality Studies on Ground-Based Transportation Systems"
Anthony J. Healy, Associate Professor of Mechanical Engineering
$40,000 with cost-sharing funds of $9,870 from the university

* University of Texas at Austin
"A Systems Analysis Procedure for Estimating the Capacity of an Airport"
B. Frank McCulloch, Associate Professor, and William J. Dunlay, Assistant Professor of Civil Engineering
$48,000 from DOT with cost sharing funds of $17,592 from the university

* University of Virginia
"Methodology for the Design of Urban Transportation Facilities"
Lester A. Hoel, Professor of Civil Engineering
$64,575 from DOT with cost-sharing funds of $1,666 from the university.

* West Virginia University
"Feasibility of Developing Low-Cost Measures of Demand for Public Transportation in Rural Areas"
Bernard F. Byrne, Assistant Professor of Civil Engineering
$60,000 from DOT with cost-sharing funds of $6,428 from the university

Further information is available from the Office of University Research, U.S. Department of Transportation, Washington, D.C. 20590. Phone: 202/426-0190

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HCC/4PM/072975/TST-60

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
August 11, 1975

DOT 66-75
Phone: (202) 426-4321

The U.S. Department of Transportation today released a summary of national transportation system activity for the fourth quarter of 1974 and the first quarter of 1975 and a comparison of quarterly activity with comparable quarters in preceding years.

The report was compiled from information:

Prepared By: Information Division, Directorate of Systems Research and Analysis, Transportation Systems Center, for the Assistant Secretary for Policy, Plans and International Affairs, U.S. Department of Transportation

Sources: Federal Highway Administration; Civil Aeronautics Board; Interstate Commerce Commission

- more -

WWB/3PM/080775

NATIONAL TRANSPORTATION SYSTEM ACTIVITY
Fourth Quarter 1974 - First Quarter 1975

	Fourth Quarter 1974	Fourth Quarter 1973	First Quarter 1975	First Quarter 1974
Passengers Carried (b):				
AMTRAK	4,415,000	4,203,000	4,206,000	4,803,000
Other Class I Railroads	63,790,000	61,760,000	63,150,000	65,600,000
Bus (Class I - Intercity, Regular Route)	29,320,000	30,840,000	27,620,000	30,640,000
Water (Class A & B - Interstate)	330,100	286,900	237,100	173,000
Air, Certificated, Scheduled Service	47,620,000	49,090,000	47,060,000	49,720,000
Passenger-Miles, Thousands:				
AMTRAK	977,500	1,060,000	904,500	1,073,000
Other Class I Railroads	1,495,000	1,429,000	1,498,000	1,540,000
Air, Certificated, Scheduled Service	36,680,000	37,990,000	36,890,000	38,440,000
Vehicle Miles:				
Automobile	244 billion	242 billion	228 billion	216 billion
Freight Carried:				
Railroads (Class I) (Tons)	649,000,000	674,300,000	583,900,000	649,000,000
Highway (Class I) (Tons)	128,200,000	187,300,000	114,100,000	(a)
Water (Class A & B, Interstate - Tons)	41,790,000	43,380,000	33,770,000	34,820,000
Pipeline (Class I) (Barrels)	2,400,000,000	2,398,000,000	2,304,000,000	2,239,300,000
Freight, Ton-Miles, Thousands:				
Railroads (Class I)	204,200,000	218,200,000	188,200,000	216,300,000
Water (Class A & B, Interstate)	21,720,000	25,230,000	16,720,000	19,040,000
Air, Certificated, Scheduled Service	1,599,000	1,256,000	1,064,000	1,173,000

(a) Comparable figure not available due to 12% increase in the number of Class I truck lines from 1974 to 1975.

(b) The methods used to tabulate "passengers carried" do not necessarily yield commensurable results. In particular, the airline data used represents "enplanements", as distinguished from "passengers". If

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
August 13, 1975

DOT 67-75
Phone: (202) 426-4321

The U.S. Department of Transportation (DOT) today announced publication of the 1975 edition of the Summary of National Transportation Statistics, developed as part of DOT's information program to improve availability of transportation-related statistics to industry and government.

The report is compiled and updated annually by the Department's Transportation Systems Center in Cambridge, Massachusetts, for the Office of Policy, Plans and International Affairs. It contains cost, inventory and system performance data for all modes of transportation in the United States for the 1963-1973 period.

Copies of the report may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402. The price per copy is $5.05. Stock Number: 05000300220-8.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, August 19, 1975

DOT-68-75
Phone: (202) 426-4321

Three agencies of the executive branch of the Federal government today jointly petitioned the Civil Aeronautics Board to adopt temporary procedures to permit the airline industry to cope with increases in fuel prices as a result of decontrol and in a manner to minimize inflationary pressures.

Present federal control on the price of crude oil is scheduled to expire August 31.

The petitioners are the U.S. Department of Transportation, the Federal Energy Administration and the Council on Wage and Price Stability.

Decontrol of domestic crude oil supplies will result in increased costs to the airline industry, the petitioners said. "If some means is not developed by which the industry can pass on the higher energy costs, these increases may spell serious difficulty for some carriers, whose ability to absorb additional increases in cost has nearly been exhausted," the agencies said.

The petitioners estimated the cost of fuel will increase gradually by not more than 3 cents per gallon as a result of decontrol.

The petition recommended that the CAB determine on an emergency basis a procedure whereby carriers can adjust fares promptly and selectively in response to changes in fuel costs.

- more -

The proposed emergency procedure to deal with increased fuel costs should be limited in duration and self-liquidating, the petitioners said. "In the long-run, higher ratemaking load factors -- and not higher fares -- are preferred means of dealing with increased energy costs."

These temporary procedures, the petitioners said, should embrace three principles.

* First, the plan must provide each carrier the ability to recover its own particular increases in fuel costs.

"There exists a wide variation in the extent to which members of the industry are protected by contract coverage against price increases. As a result, increases in the price of jet fuel attributable to decontrol will have a differential impact on the industry, at least until all existing contracts expire and all carriers will have to buy aviation fuel on the open market. Only then will prevailing prices of fuel be a factor of equal significance in the purchasing decisions of all carriers."

* Second, the ability of each carrier to recover increased energy costs should be discretionary.

"If, as a result of their own efficiency, certain carriers prefer to absorb part or all of their increased energy costs by holding prices at present levels, or by adjusting their scale of operations to offset some of the higher costs, by all means they whould be permitted to do so."

* Finally, those carriers wishing to adjust fares to energy costs should be able to do so in markets of their own choosing.

"The Board's methodology should provide that the percentage of fare increase in any market may not exceed the percentage by which fares would have to be increased over that carrier's system to allow complete recovery for higher energy costs. Within this broad limitation, however, carriers should be free to apply this increase, in whole or in part, on a market-by-market basis. Such a flexibility will avoid systemwide increases that may depress traffic in certain markets even below today's levels. Because the elasticity of demand for air travel varies widely depending on the markets involved, each carrier management should be free to allocate, subject only to the foregoing limitation, any increases in the cost of aviation fuel to routes where in its experience fare increases will least affect demand."

The petitioners contend their approach will minimize fare increases and the maximum increase is expected to be less than 3 percent.

They also emphasized that the proposed emergency procedure is in accord with the Administration's view that maximum competition should be fostered in regulated industries.

"The need for price competition as well as greater entry flexibility and elimination of anticompetitive practices is essential,"the agencies said. "The pricing flexibility proposed here is only a short term effort to address more fundamental regulatory problems.

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WWB/3PM/081875/TGC30

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
August 27, 1975

DOT R-68-75
Tel. 202-426-9550

Research progress on federal plans to develop a safer, more economical car for production within the next decade will highlight a meeting of the National Motor Vehicle Safety Advisory Council, beginning Sept. 9, the U. S. Department of Transportation said today.

Final design contracts for this "Research Safety Vehicle," funded by the department's National Highway Traffic Safety Administration (NHTSA), have been awarded, and mockups of the car will be shown at the Sixth International Technical Conference on Experimental Safety Vehicles in Washington, D.C. next year, as part of the Bicentennial Celebration.

Other topics to be considered by the Council at its three-day meeting include federal and private fleet test experience with the air cushion passive restraint system; NHTSA's new "Consumer Hot Line" for automotive complaints from the public; the adequacy of motorcycle helmets, and federal regulations governing the use of motor powered bicycles known as Mopeds.

The 25-member Council advises the secretary of transportation on motor vehicle standards administered by the NHTSA.

All meetings will be held at the DOT headquarter's building at 400 7th St., SW, Washington, D.C.

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
August 28, 1975

DOT 69-75
Phone: (202) 426-4321

The third session of the US-USSR Joint Committee on Cooperation in the Field of Transportation will be held in Moscow the first week of September. A U.S. delegation of transportation specialists from the Department of Transportation and Commerce, headed by Assistant Secretary of Transportation for Policy, Plans and International Affairs Robert Henri Binder, will meet with their Soviet counterparts to review cooperative activities conducted since the second session of the Joint committee last November in Washington and work out a program of cooperation for 1975-1976. The cooperation includes work in all transportation modes, highway safety, transport construction, trade documentation facilitation and transportation of the future.

The U.S. delegation will be received by Deputy Chairman of the State Committee for Science and Technology of the Council of Ministers of the U.S.S.R., G.V. Aleksenko, who will head the Soviet delegation.

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FOR RELEASE THURSDAY
August 28, 1975

DOT R-67-75
Phone: (202) 426-4321

A memorandum of understanding concerning future cooperation between the Federal Republic of Germany and the United States in the area of transportation will be signed September 3, 1975, by U.S. Secretary of Transportation William T. Coleman, Jr., and Mr. Kurt Gscheidle, the Minister for Transport of the Federal Republic of Germany.

Minister Gscheidle will be visiting the United States from September 2 through September 6. During his visit, he will be meeting with Secretary Coleman and other officials of the U.S. Department of Transportation for discussion of transportation problems common to the two nations.

The agreement to be signed by Minister Gscheidle and Secretary Coleman establishes a formal basis for continuing and expanding the cooperative relationship which the two agencies have actively maintained for a number of years. The memordandum of understanding provides for continuing cooperation in such critical areas as urban, rail and highway transportation, vessel traffic systems, motor vehicle and civil aviation safety, energy conservation and transportation economics. Cooperation will be carried on through exchanges of materials, meetings of experts in various transportation fields and task-sharing projects.

Representatives of the two countries have emphasized the importance of this kind of mutual assistance in finding solutions to the serious transportation problems confronting both countries.

Copies of the agreement will be available at the signing ceremony to be held at 10 a.m., Wednesday, September 3, in Room 10200 of the U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C.

While in the United States, Minister Gscheidle, who is also Minister for Posts and Telecommunications in the Federal Republic of Germany, will meet with Postmaster General Bailor. In addition, he will visit BART facilities in San Francisco and Oakland, and meet with local transportation and planning authorities in the San Francisco area. Minister Gscheidle will return to the Federal Republic of Germany on September 7th.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
August 29, 1975

DOT R-70-75
Phone: (202) 426-0434

The U.S. Department of Transportation today announced five regional field offices in San Francisco, California, will move to new quarters by September 2, 1975. The new quarters will be located at Two Embarcadero Center (Zip Code 94111).

Offices scheduled to move into the new location include: the Federal Highway Administration, Suite 530; the Urban Mass Transportation Administration, Suite 620; the National Highway Traffic Safety Administration, Suite 610; the Federal Railroad Administration, Suite 630; and the Office of the U.S. DOT Secretarial Representative, Suite six ten.

The telephone numbers for the regional offices will remain the same as they were prior to the move into the new quarters.

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