

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
February 1, 1978

DOT 13-78 (Bishop)  
Tel. 202-426-4321

In urging reform of highway and mass transit legislation, Secretary of Transportation Brock Adams today said, "Our programs are outdated, inflexible and arbitrary."

The Secretary told the House Subcommittee on Surface Transportation that "Transit and highways are too often viewed as rivals. Decisions are too often made to fit federal requirements rather than to fill local needs."

"We must redirect our highway and public transportation programs and gear them to an era of scarce dollars, costly energy, changing rural requirements and growing urban needs," Adams said.

To accomplish the proposed transportation reforms, President Carter on January 26 sent to Congress a highway-public transportation legislative proposal which will provide more than \$50 billion over the next five years for transportation planning and highway and public transportation investment and support.

In describing that proposal, Secretary Adams said, "It will remove the present arbitrary restrictions that hamper our programs and will give state and local officials the ability to plan and use federal assistance to meet their transportation priorities."

Also, the Secretary said, the Administration's proposal will redirect transportation planning to meet the challenges of energy scarcity and other national social objectives and it will provide a more regular and predictable funding mechanism for mass transit assistance programs.

Secretary Adams said the principal objectives of the Administration's legislation are:

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- \* To strengthen and consolidate comprehensive transportation planning requirements and apply the same planning requirements to the highway and transit programs;
- \* To simplify funding categories and increase the flexibility of their use;
- \* To provide the same federal share - 80 percent - for both public transportation and non-Interstate highway programs.
- \* To make available predictable funding sources to meet public transportation needs; and
- \* To accelerate completion of the Interstate Highway System.

In commenting on another transportation reform proposal, the Surface Transportation Assistance Act, sponsored by Rep. James J. Howard, chairman of the Surface Transportation Subcommittee, Secretary Adams noted that there are a number of similarities between the Administration's proposals and the Howard legislation.

"It is clear," Secretary Adams said, "that both the Administration and the committee have the same objectives of improving our highway and mass transit programs to make them more sensitive to our current and future needs. "I am sure," he said, "that with this common objective we can work together to produce transportation legislation that will greatly benefit the nation."

In his testimony, Secretary Adams described in detail the seven major program areas addressed in the Administration's legislation. A summary of that portion of the testimony follows.

#### Planning

The legislation would combine the existing Federal Highway Administration and Urban Mass Transportation Administration planning funds into a single transportation planning fund to be apportioned to the states and municipal planning agencies by a formula to be developed by the Secretary.

In addition to the existing requirement that there be a planning process for urban areas of 50,000 or more population, the legislation would require statewide planning, including planning for small urban and rural areas.

The transportation plans and programs of metropolitan areas with population of one million or more would be submitted to the Secretary for review to insure full integration with planning for housing, employment, energy conservation, air quality and other national objectives.



"This review," Secretary Adams said, "will serve as an early warning device for individual projects which may face disapproval at a later stage of development. Most importantly, it will insure at both the local and federal level that we do not lose sight of the fact that transportation is not an end in itself but is part of a broader picture."

### Interstate Highway Program

To accelerate the completion of the Interstate Highway System, the Administration proposes to revise the apportionment formula so that one-half of the interstate funds would have to be used to complete essential gaps in the Interstate System.

States would be permitted to borrow against the following year's interstate apportionment if current year funds have been obligated. After two years, a state's unused interstate funds would be reallocated to other states.

"Our goal is to complete the Interstate System by 1990," the Secretary said. "To do so we need some firm benchmark dates. Our proposals require either that Interstate segments be withdrawn, or that the environmental review process be finished, by October 1, 1982.

"Further," he said, "construction will have to start on all unfinished Interstate segments by October 1, 1986."

In cases where a state wishes to withdraw non-essential urban segments of the Interstate System, the federal share for a substitute mass transit or highway project would be 90 percent.

### Resurfacing, Restoration, Rehabilitation (RRR)

The Administration would continue a separate program for the resurfacing, restoration and rehabilitation of the Interstate System, and would direct more funds to those areas where travel is greatest.

### Primary System

The Administration proposal would consolidate narrowly focused assistance programs into a single primary program. Up to 50 percent of the primary funds could be transferred to either urban highway or rural programs and vice versa.

### Urban Funds

For large urban areas, the Administration proposes to create two formula programs and one discretionary program.

The two formula programs, one each for highway and public transportation, will be available to urban areas of 50,000 or greater population with a federal program share of 80 percent. In addition to permitting highway funds to be used for capital mass transit projects, which the present law allows, up to half of the mass transit funds could be used for highway projects.

The funding of the public transportation formula program would be significantly increased and the formula funds would be the source of assistance for all routine capital activities, as well as for operating expenses. The federal share of a system's operating expenses would be limited to one-third of the total.

The funding for the discretionary transit program will be proportionately reduced and reserved to assist major mass transportation investments, such as the construction of fixed guideway systems or major bus fleet expansions.

#### Small Urban and Rural Program

The Administration bill would consolidate a number of existing programs designed to assist rural and small urban areas into a single program of assistance for both highway and public transportation projects. For the first time, funds could be used for public transportation operating expenses.

#### Highway Safety

A single highway safety program would be created. Safety projects on all public roads would be eligible for assistance and 30 percent of the funds must be used on roads not on the designated federal-aid system.

#### Bridge Program

The Administration's proposal would more than double the existing funding for bridge replacement and would expand the program to allow bridge rehabilitation. Up to 30 percent of the funds could be used for bridges not on a federal-aid highway system.

Secretary Adams also testified on legislation the Department has submitted to Congress to strengthen DOT's state highway safety programs and to reduce restriction on the states' use of federal highway safety grants.

"The major change we propose," Secretary Adams said, "is to move away from reliance on mandatory standards which have achieved their purpose. The states are now able to draw from their own experience to identify problems, devise remedies and evaluate results."

Secretary Adams proposed that up to 25 percent of the safety program funds be used for high priority programs, such as enforcement of the national speed limit.

To strengthen enforcement of the 55 mph speed limit, the Secretary proposed a schedule for the states to bring travel speeds within specified levels in successive years, beginning in 1978, and a 5 to 10 percent penalty for failure to reduce actual speeds.



# U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 9:00 A.M. EST  
Wednesday, February 1, 1978

R-3-78  
Phone: (202) 426-4321

## DOT APPROVES INTERSTATES 75/85 ENVIRONMENTAL IMPACT STATEMENT

The Environmental Impact Statement for major improvements to Interstate Highways 75 and 85 in Atlanta from the Brookwood interchange to the Beltway (I-285) was approved today by U.S. Secretary of Transportation Brock Adams.

Approval by the U.S. DOT allows Georgia to begin the necessary preparations for construction of the improvements.

Deputy Secretary of Transportation Alan Butchman announced the decision today in Atlanta. In remarks prepared for the occasion, Butchman said the proposed project will not produce any significant adverse environmental consequences.

"The projected improvements will provide the additional capacity needed to reduce the severe congestion that now exists, and make travel over the 11 mile route substantially safer," Butchman said.

The improvement project consists mainly of widening the 1.8 mile downtown connector segment of the highways from 6 to 10 lanes; constructing a new 3.6 mile six-lane facility between the Brookwood interchange and the county line; and widening the existing 5.7 mile segment from the county line to the beltway from four to eight lanes. The entire 11 mile segment would include a high occupancy vehicle (HOV) lane in each direction for the exclusive use of buses, vanpools, and carpools.

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Butchman called the HOV lanes an important part of the proposed improvements and cited several supplementary actions necessary to make the most effective use of these lanes, including:

- \* Rerouting of buses and coordinating integration of express bus service on the HOV lanes with Metropolitan Atlanta Rapid Transit Authority (MARTA);
- \* Promotion of carpool and vanpool programs;
- \* Providing park and ride lots;
- \* Enforcement to assure the HOV lanes are used only by eligible vehicles.

Butchman asked that MARTA and Georgia DOT review their project plans with these provisions in mind.

With respect to MARTA, Butchman noted that department policy requires an analysis of alternatives and a funding plan before Federal decisions are made on new rapid rail starts or significant extensions of existing systems.

Therefore, as a general rule, before the Department approves any extensions beyond the system which has now been approved for construction, require an analysis of alternatives and a plan for funding the capital and operating costs of the total system," Butchman said.

He added that "Because it appears that the currently approved segment in the Northeast Corridor from Five Points to North Avenue is not a useable segment, and the extension to Arts Center, now under engineering design, is an integral part of any extension, we have decided to require a modified alternatives analysis for the extension from Arts Center to the vicinity of Lenox Road and the county line."

Butchman said the modified alternatives analysis should:

- \* Justify this segment as having the highest regional priority for additional construction;
- \* Determine the most cost-effective alignment and station configuration; and
- \* Ensure that the transit improvements are fully coordinated with and complimentary to the proposed highway improvements.

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# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, February 3, 1978

DOT 14-78  
Contact: Howard Coan  
Tel: (202) 426-4321

DOT TASK FORCE SAYS RAILROADS,  
COAL ROADS MAY NEED FEDERAL AID

A Department of Transportation task force said today that the nation's rail system has the capacity to move increased quantities of coal but it could require a private investment of over \$10 billion. It added that coal-producing states may need federal funds to build and upgrade coal roads.

The task force also felt the need for DOT to identify communities, particularly in the West, that will be most affected by the increased coal traffic.

In a report to Secretary of Transportation Brock Adams, his coal transportation task force said the capital needs of the railroads should be met by private financing through the mid-1980's, but that some financially-weak Midwestern railroads may require federal assistance.

The task force, headed by Chester C. Davenport, Assistant Secretary for Policy, added that federal funds should be made available to railroads with short-term capital formation problems. Other rail companies should be encouraged to place a high priority on projects that improve coal transportation.

On coal roads, the report said the federal government should consider immediately a program of aid to make certain that road transportation problems do not hamper efforts to increase coal production and use.

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Coal trucks carrying heavier loads than the current limits might be allowed on the improved roads, the task force noted, but states would have to certify they are strictly enforcing lower load limits on other federal-aid highways not used to carry coal.

The road-improvement program could require 20 percent matching grants from the states, the task force said. It suggested several funding mechanisms should be explored including the use of a portion of a national tax on coal as it is mined.

Coal slurry pipelines probably will be only a minor factor in coal transportation through 1985, the report noted, although government decisions made before 1985 could influence the investments made by other modes, especially the railroads.

Studies made of slurry pipelines provide conflicting and, in some instances, misleading information about this system, the task force found, and it recommended immediate research to resolve the issue.

The President's National Energy Plan calls for a two-thirds increase in coal production by 1985. In May, Secretary Adams established the coal transportation task force composed of seven DOT officials, chaired by Davenport. Adams directed the task force to evaluate the ability of the national transportation system to move the large volume of coal called for by the plan.

The task force made these other specific recommendations to Secretary Adams:

- DOT should step up its efforts to identify communities, especially in the West, that will bear the brunt of increased coal-train traffic. Consideration should be given to a financial assistance program to reduce social and environmental impacts of this increased traffic. The funds would help to construct grade separations, relocate rail lines and make other improvements.

- DOT should carefully examine the railroads' contention that the current tariff structure for transporting coal does not permit an adequate rate of return with a view toward DOT's participation in Interstate Commerce Commission rate proceedings. The issue of whether a federal law should permit railroads to enter long-term coal delivery contracts also should be resolved.



● Studies should be made of the effect of expanded coal production on other transportation services.

● Continuing surveillance should be made of the nation's coal transportation needs, including a comprehensive research program to anticipate and identify any emerging problems.

● The task force should broaden its scope to include an assessment of oil and natural gas transportation.

The report followed six months of study, including field trips by the task force to look at a wide range of coal mining and transportation facilities. The members traveled to Pennsylvania, Ohio, West Virginia, Kentucky, Nebraska, Wyoming, Montana, Nevada and Louisiana.

Single copies of the task force report are available from:

Office of Public Affairs (S-82)  
Room 9421  
U.S. Department of Transportation  
400 Seventh St., S.W.  
Washington, D.C. 20590

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*Transporting the Nation's Coal*

*A preliminary assessment report  
to the Secretary of Transportation  
from the Coal Transportation  
Task Force. Jan. 1978.*

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE 11:00 A.M. EST  
Monday, February 6, 1978

DOT 15-78  
Phone: (202) 426-4321

## ADAMS AFFIRMS SUPPORT FOR FUND TO REDUCE JET ENGINE NOISE

Secretary of Transportation Brock Adams today reaffirmed his support for the establishment of a federal fund to aid airlines in reducing jet engine noise.

In testimony prepared for the House Ways and Means Committee hearing on airport and aircraft noise, Adams said that while he is not in agreement with all the specifics of the House bill establishing the fund, funding assistance is desirable to assure that the airlines will be able to comply with DOT noise regulations.

DOT regulations require that U.S. airlines bring their entire fleet of domestic aircraft into full compliance with revised standards by 1985. Currently, about 75 percent of the 2100 jet aircraft in the air carrier fleet do not meet the noise standard, Adams said.

The Secretary noted that he urged Congressional enactment of such a funding plan in testimony last year before the Aviation Subcommittee of the House Public Works and Transportation Committee.

The measure under discussion today, House bill 8729, seeks to create the fund by establishing a two percent environmental surcharge on domestic air passenger tickets and freight waybills while at the same time reducing the current taxes paid to the Airport and Airway Trust Fund on these items by an equal amount.

Adams noted that taking these measures simultaneously would conform with the department's general principle that there be little or no increase in cost to the air traveler caused by the noise reduction program.



Under the DOT regulation each airline can select its own method of reducing noise either by purchasing new quieter aircraft or by muffling the noise on current aircraft engines with sound-absorbing material.

The Secretary said the current air industry economic climate makes it unlikely that some carriers would be able to finance the necessary capital expenditures through ordinary means.

"We believe a special supplementary financing mechanism is desirable to assist the airlines by providing the proper incentives for achieving full and timely compliance with the new regulation -- with an emphasis on the achievement of even lower noise levels and other substantial benefits through replacement with new technology aircraft," Adams said.

Regarding the proposed reduction in the Airport and Airway Trust Fund resulting from establishing the environmental fund, Adams noted that at recent House hearings, several persons questioned whether a tax reduction of this magnitude could be made without an adverse impact on the amount of funds available for the important safety-related investments that are financed from both the Facilities and Equipment appropriation and the Airport Development Aid Program.

"We believe these tax reductions can be made without any such adverse impact on safety or reduction in the level of any of the programs currently financed by the trust fund. Legitimate safety-related projects are always given top priority in both the F&E program and ADAP," Adams said.

The Secretary said that many who oppose a reduction in trust fund taxes cite "unmet" safety and airport development needs.

"Even if there are some valid unmet needs, and even if the local agencies are ready and willing to provide matching funds to accomplish these projects, the amount of funds available in the trust fund is more than adequate to meet priority needs and still sustain a tax reduction," the Secretary said.

Noting that the issue of spending authorizations and levels will have to be reviewed next year since most of the taxes flowing into the trust fund are authorized only through fiscal year 1980, Adams said, "Consideration of the relative needs for safety, airports, operating costs and research and how to balance those needs against incoming tax revenues should be deferred until next year when it can be more thoroughly debated."

"All that is really needed this year is to get on with a program to assist in compliance with the noise regulation by providing the proper incentives. The noise compliance regulation has already been issued; the issue now is assuring full and timely compliance," the Secretary said.

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE 10:00 A.M. EST  
Tuesday, February 7, 1978

DOT 16-78  
Phone: (202) 426-4321

REVIEW BY THREE FEDERAL AGENCIES  
PROPOSED FOR FUTURE COAL PIPELINES

The Carter Administration today proposed a review by three federal departments before eminent domain power is granted for prospective coal slurry pipelines.

Chester Davenport, Assistant Secretary of Transportation for Policy and International Affairs, outlined the Administration's position in a statement prepared for a House Interstate and Foreign Commerce Committee hearing.

The Department of Energy would have the authority to grant the eminent domain power, but the Departments of Transportation and Interior would have to concur with DOE before it could issue the certificates granting the rights.

The certificates would be issued on a case-by-case basis in response to applications by prospective pipeline operators, Davenport noted. The individual decisions would be required because of different conditions at each pipeline site.

The Administration opposes two proposed House bills that would place certification authority with the Interstate Commerce Commission, Davenport said.



Davenport told the committee that under DOT's power to review and concur it would consider the availability of alternative modes of transportation, their comparative costs, and the impact of slurry pipelines on these other modes.

Davenport also discussed a recent Office of Technology Assessment (OTA) report on coal slurry pipelines which, he said, concluded that the decision between transporting coal by rail or slurry pipeline will be made by whether a rail or pipeline investment makes the most economic, social and environmental sense.

In terms of the pipelines' effect on other modes, Davenport said, "There appears to be some danger that the OTA analyses have understated the potential impacts because they have not performed studies of impacts on specific railroads."

By concentrating its analysis on broad regions, such as the West or South, the OTA may have "masked" the impacts on important but financially-troubled railroads by averaging them with the stronger railroads in these regions, Davenport stated.

He said another possible understatement of adverse impacts on competing railroads "is the OTA assumption that pipeline development would occur gradually and would transport only new coal traffic and not traffic already carried by rail."

Since new plants burning coal may be operating before the pipelines are built, the railroads would be carrying the coal to these plants, he said.

Davenport added, "As the OTA report points out, rapid diversion of coal traffic from rail after substantial resources have been invested to expand service would have adverse impacts on the rail industry which are not reflected in the OTA estimates."

Each pipeline site also must be evaluated, Davenport pointed out, for such major social and environmental impacts as water use, community disruption, grade-crossing safety problems and interference with cattle movements on rangeland. The specific site should be examined for the degree to which these problems can be eased.

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# U. S. Department of Transportation

## news:

Office of Public Affairs

Washington, D.C. 20590



FOR IMMEDIATE RELEASE  
February 8, 1978

DOT 17-78  
Contact: Dennis Deutschl  
Tel: 202-426-3574

### FINAL 1977 SEAWAY TRAFFIC RESULTS INDICATE RECORD YEAR

Traffic through the Montreal-to-Lake Ontario section of the St. Lawrence Seaway in 1977 reached an all-time high of 63.3 million tons, Secretary of Transportation Brock Adams announced today.

In the process of attaining this total tonnage level, Seaway tonnage records also were set in five individual cargo categories: bulk -- 56.5 million; total grains -- 22.7 million; wheat -- 12.6 million; iron ore -- 22.2 million; and container cargo -- 425,881.

Secretary Adams observed: "This extraordinary Seaway performance reflects the increased confidence of international shippers in the reliability of this vital transportation route to America's industrial heartland. It also is a tribute to the tireless efforts of the U.S. St. Lawrence Seaway Development Corporation and the Canadian Seaway Authority in clearing all of the commercial ships that carried last year's enormous cargo volume."

David W. Oberlin, Seaway Corporation Administrator, noted: "The 63.3 million tons moved via the Seaway was 16.4 percent above the 1976 shipping season totals and 9.9 percent higher than the previous 1973 record year of 57.6 million tons. When the Seaway first opened for deep-draft navigation in 1959, the planners predicted a capacity of 50-million tons. That level was first surpassed in 1970. The annual average since then has been over 52 million and the final 1977 results now herald the Seaway's entry into the 60-million-ton era."

Although general cargo tonnage last year did not top the 1971 Seaway high of 8.6 million tons, last year's total of 6.8 million tons was 50 percent higher than 1976. This was due principally to a 73 percent increase in movements of iron and steel products and a 47 percent gain in containerized cargo.

Since 1959, over 811 million tons of cargo have been moved through the St. Lawrence Seaway. (See accompanying table for further details.)

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# 1977 TONNAGE MOVED THROUGH SEAWAY'S MONTREAL-LAKE ONTARIO SECTION

	<u>Total Tonnage (net tons)</u>	<u>% Increase/Decrease Over 1976 Season</u>
*BULK CARGO. . . . .	56,542,590	+13.4
*Grains. . . . .	22,760,192	+17.3
*Wheat . . . . .	12,663,453	+34.9
Corn. . . . .	4,233,749	- 6.4
Soybeans. . . . .	1,519,378	+25.5
Barley. . . . .	3,149,522	- 3.4
Other Grains. . . . .	1,194,090	+16.2
*Iron Ore. . . . .	22,272,504	+ 8.6
Coal. . . . .	286,673	-28.0
Fuel Oil. . . . .	2,221,152	+48.1
Other Bulk. . . . .	9,002,069	+12.1
GENERAL CARGO. . . . .	6,792,187	+49.7
Iron & Steel. . . . .	5,150,773	+73.3
Automobiles & Trucks. . . . .	42,926	+21.6
*Containers. . . . .	425,381	+47.4
Other General . . . . .	1,173,107	- 5.5
* GRAND TOTAL. . . . .	63,334,777	+16.4

\*Note: Indicates Seaway record.

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U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

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# U.S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE 12 NOON  
Wednesday, February 8, 1978

DOT 18-78  
Contact: William Bishop  
Tel: (202) 426-4321

ADAMS SAYS POLICY WILL CUT OIL  
IMPORTS AND OFFER ALTERNATIVES  
TO THE AUTOMOBILE

A sensible national transportation policy can sharply cut oil imports, help restore the balance of payments and offer alternatives to the automobile for most Americans, Secretary of Transportation Brock Adams said today.

Speaking at a National Press Club luncheon, Adams also noted that a major change is taking place in the Department of Transportation that will affect the decisions of the next decade.

"We are shifting from an agency that builds systems to one that is concerned about how those systems serve people," the Secretary said.

He listed a series of decisions in his first year -- airbags or other automatic restraints, fuel economy standards, placing a lid on hub airport construction, airline regulatory reform and environmental rulings in several highway cases -- as examples of that trend.

Adams said his policy will:

- (1) Meet President Carter's goal of reducing gasoline consumption by 12 billion gallons a year by 1985.
- (2) Help restore the U.S. balance of payments and create new jobs.

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- (3) Have the goal of providing alternate transportation -- whether bus, light rail system, vanpool, jitney or taxi service -- to many Americans who now must either depend on private automobiles or who have no cars.
- (4) "Sell" public transit to commuters by demonstrating that it can get them to their jobs quickly and cheaply.
- (5) Push for the "socially responsible car" -- one that is safe, economical and non-polluting.

"We can start right now to conserve fuel and create some alternatives to the automobile," Adams said. "Or we can wait for the tidal wave of necessity to hit us -- and swim like hell."

Transportation can be a key factor in reviving downtown business and commerce in America's major cities, the Secretary added. He pointed to efforts in several cities, funded by the Department of Transportation, that plan new office buildings and shopping malls in concert with subways, light rail systems or busways.

"We all know that the automobile is choking our cities," Adams said. "When New York City sends up a cloud of exhaust fumes, people cough in Connecticut." He urged the wider use of energy-saving and non-polluting vehicles such as Downtown People Movers, sometimes called "horizontal elevators."

The Secretary also made the following points:

- He will encourage a demonstration of free public transit in a major city as a means of luring drivers from their cars -- at least for part of their daily driving.
- Air travel policy will concentrate on building a safe, competitive system that serves more towns since, "with perhaps one exception, there won't be any major hub airports built in the next decade."
- Highway policy will be directed toward finishing the essential gaps in the Interstate Highway System and finding a way to help the states maintain that system.

The thrust of DOT in the next few years will be aimed at fighting downtown congestion, noisy airplanes and unsafe cars, Adams said, and "making things work for people."

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# U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590  
FOR RELEASE 10:00 A.M. EST  
Thursday, February 9, 1978

DOT 19-78  
Contact: Jerry Clingerman  
Tel: (202) 426-4321

COMBINED PRIVATE, PUBLIC DEVELOPMENT  
SAID NEEDED FOR URBAN REVITALIZATION

Revitalizing the nation's urban areas will require joint development efforts by the public and private sectors, Assistant Secretary of Transportation Chester Davenport said today.

In testimony prepared for the House Government Operations subcommittee on Intergovernmental Relations and Human Resources, Davenport said the federal government can play an important role in stimulating the investment from the private sector.

"We envision the federal role as providing financial support for the planning activities and acting as a catalyst for the commitment of private sector resources," Davenport said.

He added that joint development "can lead to substantial redevelopment and renewal in deteriorating transit station site areas. It can add significantly to the municipal tax base. It can stimulate the corporate city's economy through creation of a better investment climate and new employment opportunities."

Transit operators also benefit from these actions, Davenport said, because new activity centers developed around transit stations will generate increased patronage and revenues to support the operation of the system.

Davenport, who is DOT assistant secretary for policy and international affairs, noted that joint development opportunities in transportation are not restricted solely to mass transit facilities. He cited the department's Federal Highway Administration efforts in the highway program.

For example, Davenport said, Seattle's Freeway Park was developed over highway rights-of-way and therefore took no buildings or land from city tax rolls.

"In addition to the benefits of more open space and enhancement of the environment, the project includes a new taxpaying building," Davenport added.



Davenport noted that DOT currently provides "about \$6 billion annually for transportation in urbanized areas. In addition to the transportation benefits of these programs, the employment impacts are substantial."

The department, he said, provides aid to urban areas in several of its grant programs, including two major programs for expanding and improving public transportation.

One is a discretionary capital grants program for public transportation facilities and equipment; the other, a formula grant program that may be used for transit capital and operating assistance.

Davenport cited the Administration's highway and public transportation legislative proposal, recently introduced in Congress, as a step toward achieving national environmental and social goals.

Among other changes, the proposal would:

- Strengthen and consolidate transportation planning;
- Reduce the number of funding categories and increase the flexibility of their use;
- Provide the same federal share, 80 percent, for non-Interstate highway and public transportation programs; and
- Provide a 90 percent federal share for projects undertaken under the Interstate transfer provisions.

Davenport cautioned committee members that "Taken by itself no particular transportation project is going to be able to achieve economic development, land use or urban revitalization objectives. Housing assistance, other federal actions, zoning policies and private investment must all go together."

# # # # #

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR IMMEDIATE RELEASE  
Wednesday, February 15, 1978

DOT 21-78  
Phone: (202) 426-4321  
Contact: Bill Bishop

Secretary of Transportation Brock Adams ordered today that his Department issue as few regulations as possible and that those issued be simpler and in plain English.

At the same time, Adams reported that in the last year the Department of Transportation has greatly reduced the amount of paperwork it requires.

The paperwork reduction effort is in line with goals announced by President Carter. Some examples cited by Adams were:

- Elimination by the Federal Highway Administration (FHWA) of 681 of its 1813 forms through deletion, simplification or consolidation. Most of the forms are for internal use.
- Reduction by FHWA of its 300 pages of program directives down to 150 pages.
- Elimination by the Department's Federal Aviation Administration of the requirement that each holder of a certificate of aircraft registration submit an Aircraft Registration Eligibility, Identification and Activity report to the FAA each year. Instead, the FAA will require owners to register their aircraft only once. This action affects approximately 195,000 aircraft owners.
- Elimination by the FAA of the requirement that air carriers and aircraft repair stations seek, on a case-by-case basis, FAA approval to make major repairs. Instead, the FAA has established procedures to permit qualified air carriers and repair stations to make major repairs without FAA approval in accordance with criteria that insures the maintenance of the same level of safety but with far less paperwork.

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- Instead of making an annual survey of all general aviation pilots concerning their training and flight equipment, the FAA now surveys on a sample basis. The agency estimates that this has resulted in a saving of 13,000 work hours per year for general aviation pilots.

In calling for a reduction of regulations issued, Adams told top aides and operating administrators, "Regulations should not be issued without appropriate involvement of the public. Once issued, they should be periodically reviewed and revised as needed to make sure they continue to meet the needs for which they were designed originally."

The Secretary's new procedures for dealing with regulations go into effect on March 1. They are modeled after recent suggestions from the White House for improving government regulations.

Henceforth, each proposed DOT regulation would be accompanied by an estimate of its cost to industry, consumers, federal, state and local governments, as well as anticipated benefits and impacts.

Responsibility for formulating most regulations will remain with the administrators of each of the DOT agencies.

Under the new policy, Adams will establish a Department Regulations Council of top level DOT officials, which will review existing and proposed major regulations and make recommendations to the Secretary on DOT's regulatory policies and procedures. The Council chairman will be Deputy Secretary Alan Butchman.

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FOR RELEASE WEDNESDAY

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DOT R-5-78

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DOT URGES DULLES AIRPORT  
BE NAMED NATIONAL HISTORIC SITE

Secretary of Transportation Brock Adams has asked the Department of the Interior to include Dulles International Airport on the National Register of Historic Places because of the airport terminal's architectural significance.

In a letter to Secretary of the Interior Cecil Andrus, Adams requested the Interior Secretary to make a formal determination of eligibility so that the DOT's Federal Aviation Administration can proceed with the preparation and submission of a formal nomination. The Department of the Interior already has indicated that it considers Dulles eligible for the Register.

Adams' action supports a DOT policy announced last fall to encourage greater use of design, art and architecture in transportation. At the time, Adams cited Dulles Airport as one of the finest examples of the integration of outstanding architecture and function in a transportation facility.

The late Eero Saarinen, who designed the Dulles terminal and tower, said that of all his celebrated architectural works he considered Dulles his greatest achievement. In 1976, the American Institute of Architects voted the Dulles terminal one of America's all-time top 10 buildings.

Previously, DOT had declined to nominate Dulles for inclusion on the National Register of Historic Places. It was concerned that the airport's registration might preclude development needed at the airport to meet the growing demand for aviation service in the Washington, D.C. metropolitan area.

Recently, FAA announced a proposed master plan which calls for expansion of the airport to accommodate the 18 million passengers expected to use the facility by 1995. This compares with 2.8 million passengers handled at Dulles in fiscal year 1977.

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The Department of the Interior maintains the National Register of Historic Places which includes those properties that are significant in American history, architecture, archeology and culture.

Once properties are registered, any proposed Federal action affecting those properties must be reviewed by the appropriate State Historic Preservation Officer and by the staff of the Advisory Council on Historic Preservation, an independent Federal agency.

Dulles International Airport, located 26 miles outside of Washington, D.C. in Loudoun and Fairfax Counties, Va., opened for business on November 17, 1962.

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DOT 22-78  
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## DOT URGES SIGNIFICANT REVISIONS IN LEASING AGREEMENTS BETWEEN CERTIFICATED CARRIERS AND INDEPENDENT TRUCKERS

The Department of Transportation today called for significant revision in the contractual arrangements between independent truck owner-operators and certificated carriers to provide "truth-in-leasing."

DOT General Counsel Linda Heller Kamm submitted written comments to the Interstate Commerce Commission concerning the ICC's notice of proposed rulemaking on lease arrangements between independents and certificated carriers.

Kamm said DOT supports the ICC proposals in general. "We believe the proposed changes will resolve some of the most immediate problems faced by independents," she said.

She cautioned, however, that "The problems currently faced by independent truckers go well beyond the nature and terms of their leasing arrangements."

Kamm noted that "The independent is dependent upon certificated carriers for a significant portion of his livelihood, but is in no position to engage in arm's-length bargaining with the regulated carrier.

"The leasing arrangement between the independent and the certificated carrier must be drafted in such a way that the independent fully understands his rights and responsibilities and is assured of a reasonable share of the revenues gained by his services, and fair and safe working conditions.



"For this reason, we are concerned that the commission's notice does not contain actual proposed language, and nowhere addresses the questions of enforcement and penalties for violations of the regulations as adopted," she said. "We urge the commission to publish for comment the actual language that would implement the changes adopted in this proceeding."

Kamm recommended that the commission establish a system for the reporting and collection of data on lease term violations to protect the independents. "Litigation is neither a practical nor effective remedy for most independents," she said, adding that if a particular certificated carrier accumulated numerous violations, the ICC could then consider whether the carrier is still "fit, willing and able" to hold an operating certificate.

Other DOT recommendations include:

- That the compensation section of the lease spell out who is to pay for empty mileage, whether incurred on the return trip, or at any other time.
- That the lease should provide a deadline for payment by the carrier to the independent.
- That the independent be given a copy of the rated freight bill before the trip occurs.
- That the commission not issue a rule assigning responsibility for fuel costs to the leasing carrier in every instance.
- That the commission promulgate rules on the payment of detention and other accessorial charges encouraging such separate services to be separately priced.

Noting that the ICC rulemaking notice calls lease arrangements only the "starting point," Kamm agreed, saying "The fundamental issue facing independents is related to entry. Few independents have the time, money and regulatory expertise to seek authority to carry regulated commodities. They are in regulatory limbo."

She also cited as significant to independent truckers the question of regulated carriers becoming brokers, rather than direct providers of transportation services.

"We urge the commission to take the lead in pursuing these matters of fundamental importance to independent truckers," the general counsel said.

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# U. S. Department of Transportation news:



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FOR RELEASE FRIDAY  
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DOT-24-78  
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Most of the tanker safety initiatives proposed last year by President Carter have been achieved internationally, Deputy Secretary of Transportation Alan Butchman said today.

Butchman, who headed the U.S. delegation to the International Conference on Tanker Safety and Pollution Prevention held in London, Feb. 6-17, said that the standards adopted for new vessels were, in fact, more stringent in some respects than the President's proposals.

"We are moving as quickly as possible to insure complete and expeditious U.S. implementation of the new standards," Butchman said. "The Coast Guard will announce next month requirements for both new and existing tankers and a schedule for compliance."

Butchman said there will be full consultation with the Administration and with the appropriate committees of Congress before the Standards become effective.

In the case of new vessels, implementation of the treaties adopted by the conference sponsored by the Inter-governmental Maritime Consultative Organization (IMCO) will require crude oil carriers to be equipped with crude oil washing (COW) systems and protectively located segregated ballast tanks (SBT).

Butchman said the only deviation from the U.S. proposals for new tankers was exemption of small product carriers from the segregated ballast tank requirement and adoption of the protectively-located segregated ballast instead of the U.S. proposal for double bottoms.

Butchman said that in case of existing vessels the conference considered crude oil washing systems the equivalent of segregated ballast tanks for environmental protection purposes and can be used as an alternative.

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Among the specific measures adopted by the conference were:

New crude carriers

- Ships of 20,000 dwt and above will be required to be fitted with protectively-located SBT, together with COW and inert gas systems (IGS)

New product carriers

- Ships of 30,000 dwt and above will be required to be fitted with protectively-located SBT; IGS will be required on ships of 20,000 dwt and above.

Existing crude carriers

- For ships of 40,000 dwt and above, clean ballast tanks (CBT), segregated ballast tanks (SBT) or crude oil washing (COW) will be required. The CBT option will lapse two years later for crude carriers of 70,000 dwt and above, and after four years for crude carriers of 40-70,000 dwt.

- For ships of 70,000 dwt and above, an inert gas system (IGS) will become mandatory two years after the coming into force of the Protocol to the 1974 Safety of Life at Sea Convention, and two years later for ships of 20,000-70,000 dwt.

Existing product carriers

- CBT or SBT will be required on ships of 40,000 dwt and above at the time of coming into force of the 1973 Marine Pollution Convention and Protocol.

- IGS will be required on ships of 70,000 dwt two years after the Protocol to the 1974 Safety of Life at Sea Convention comes into force, and two years later for ships of 40,000-70,000 dwt and down to 20,000 dwt for ships which are fitted with high capacity washing machines.

Also, Butchman said, the U.S. proposals for inspection and certification of tankers, back-up radar, and improved emergency steering standards were adopted by the conference. The conference also requested IMCO to develop by July 1979 standards for collision avoidance systems, the deputy secretary said.

"Most nations at the conference evidenced a sincere effort to reach an accommodation that would be acceptable to the United States," Butchman said. "I believe that the package adopted -- without a dissenting vote -- is a significant achievement for the prevention of oil pollution at seas by ships and for the improvement of safety of life at sea."

Secretary of Transportation Brock Adams presented the U.S. proposals to IMCO at a meeting in London on May 23, 1977.

The measures agreed to by the February 1978 conference are contained in two new treaties (protocols) -- one which supplements the 1974 Safety of Life at Sea Convention and a second which incorporates and modifies the 1973 Marine Pollution Convention