

U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
April 3, 1978

DOT 42-78
Contact: Howard Coan
Tel: 202-426-4321

DOT ISSUES NATIONAL PLAN FOR NAVIGATION

In the next 15 to 20 years the six radio navigation systems operated by the federal government to guide ships, planes and pleasure boats could be reduced to two or three main systems, according to a Department of Transportation report released today.

The 116-page DOT National Plan for Navigation discusses the aids currently used in the United States and the future plans for radio navigation. It is the third edition of the plan. The first was issued in 1970 and the second in 1972, with an additional section released in 1974.

Research is underway on two navigational aids -- the Microwave Landing System (MLS) and NAVSTAR Global Positioning System -- which could have widespread civilian use in air and ship transportation, the report noted.

MLS is being developed to replace the Instrument Landing System which has been used by aircraft for airport approaches and landings since the 1940's. MLS's greater flexibility allows aircraft to approach airports from many directions at the same time, the report said, and its signals are less susceptible to the effects of terrain and location.

NAVSTAR Global Positioning System, a concept using world-wide military satellites, is in the early stages of development by the Defense Department. If the research is successful, it could have widespread civilian application except in aircraft approaches and landings at airports, where it would not have the necessary precise accuracy, the report said.

These other main points were made in the report:

-- Loran-C, a long-range marine navigation aid, should cover all U.S. coastal areas and the Great Lakes by early 1980. It will replace Loran-A which was developed during World War II.

-- Seven of the eight stations for Omega, a world-wide navigational system which provides accuracy within two to four miles, are currently operating. The final station in Australia is scheduled to open in late 1980. The system is used by ships and some airlines on overseas flights.

-- VOR-DME, the basic inflight navigation system for aircraft traveling within the continental United States, should be maintained at its present level of use until an alternate system is developed and deployed, possibly in the 1990's.

-- Radio beacons, which are used primarily by private aircraft and recreational boaters, will be operated indefinitely because of the high use level and low cost.

DOT is responsible for civilian navigation planning and coordination under its mandate to ensure the safe and efficient movement of people and goods. Two DOT units, the Federal Aviation Administration and the Coast Guard, specifically provide navigational aids for this purpose.

In its development of this navigation plan, DOT had the assistance and concurrence of the Departments of Defense and Commerce and the National Aeronautics and Space Administration.

Copies of the report are available for \$5.50 each from the National Technical Information Service, Springfield, Va. 22161. The report number is DOT-TST-78-4.

#

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID

DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS



U.S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE 12 NOON
Tuesday, April 4, 1978

DOT-43-78
Contact: Jerry Clingerman
Phone: (202) 426-4321

DOT OFFICIAL PREDICTS AIR REFORM THIS YEAR

Deputy Secretary of Transportation Alan Butchman predicted today that Congress soon will "regain the momentum" and pass meaningful airline regulatory reform legislation.

In remarks prepared for the Aero Club meeting in Washington, D.C., Butchman said recent attempts in the House to change the aviation reform bill are "nothing more than a stall."

"I can only say that the recent events in the House markup of the (Rep. Glenn) Anderson Bill leave us with a sense of disappointment. There is no question that there is need for aviation reform legislation, and I firmly believe that we will have a bill this year," Butchman said.

"A stall at this time will not kill the reform bill; there is too much momentum," Butchman said. He added, however, "If we wait much longer for congressional action, we will run into the end of the congressional session. This could mean that we will have to accept a bill with many rough edges, which no one wants."

The Deputy Secretary noted that other vital aviation issues are waiting for resolution of the reform legislation. "We have to get the regulatory bill finished before we can move on to the noise financing program. Delay just makes it all the more difficult to pass good reform and noise legislation." He referred to legislation designed to reduce the level of noise around airports by requiring airplanes to meet certain noise level standards.

Butchman also told Aero Club members that U.S. international aviation negotiations lack a clear focal point for coordination and communication.

He said that an international aviation policy has been developed among the various Federal agencies involved. "But," he added, "to implement it we must have effective leadership, with one agency acting as spokesman." Butchman suggested that agency should be the Department of Transportation.

Butchman cited several reasons why primary responsibility for international aviation policy should be centered in DOT, including:

- Transportation issues, not foreign policy issues, lie at the heart of international aviation policy.

- The Secretary of Transportation is viewed by the Congress, foreign transportation ministers, foreign airline officials and the international aviation community as the person in the U.S. responsible for making and coordinating transportation policy.

- In many countries, transport ministers hold primary responsibility for international air transportation matters. The present U.S. arrangement of negotiating through an inter-agency group with no one knowing who is the principal spokesman for U.S. international air policy creates an awkward situation and makes decisive action difficult.

Butchman summed up his view: "The foreign policy role is undeniably important in reaching air agreements with other countries, just as the roles of Commerce, Justice and the Civil Aeronautics Board are important, and all can be accommodated -- but international air transportation policy needs clear and central management responsibility, which it does not have today. I believe that void should be filled by the Department of Transportation."

####

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

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE
Wednesday, April 5, 1978

DOT 44-78
Contact: Howard Coan
Tel: 202-426-4321

DOT RULES N.Y.C. BAN ON RADIOACTIVE MATERIALS SHIPMENTS NOT PRE-EMPTED

The U.S. Department of Transportation ruled today that federal law does not pre-empt New York City's ban on truck shipments of radioactive material through the city.

In the legal opinion, DOT expressed concern over the movement of radioactive materials and indicated additional federal rules may be adopted.

DOT said in the ruling the federal Hazardous Materials Transportation Act authorizes the department to impose restrictions on the routes that trucks may travel when carrying radioactive substances. But as DOT has not issued such regulations, the local ordinance cannot be pre-empted.

The opinion was issued by DOT's Materials Transportation Bureau. Within the next 60 days, the bureau will ask for comment on several possible methods of dealing with routing in an effort to determine if a federal rule on these trucks routes is needed.

The bureau concluded this rulemaking is necessary even though highway routing is already controlled to some extent under Federal Motor Carrier Regulations.

Even with today's opinion that finds no inconsistency with the federal law, the legality of New York City's health code provision banning radioactive shipments is still in serious doubt, DOT said. This ordinance and similar regulations that other cities are considering may be pre-empted by the U.S. Constitution's prohibition against any interference with interstate commerce or by the 1954 Atomic Energy Act.

Moreover, DOT was asked only to give its opinion on truck shipments. Hazardous materials transported by air, rail and water are more closely regulated by the federal government and DOT's opinion does not apply to those means of transportation.

The ruling also noted that local ordinances would have to be consistent with any future rule that may be adopted by DOT.

DOT expressed concern about the prospect of important safety decisions with widespread effects being made by local governments, such as New York City.

The department noted, "It is unfair, and possibly not conducive to overall safety, to ask other locations to accept and handle additional commerce in materials which a jurisdiction such as New York decides it will not accept."

Nearby cities may reciprocate by banning these shipments through their jurisdictions, the opinion stated. The result would be a "a disrupted national transportation network that is at best confusing, at worst chaotic, and neither condition advances transportation safety."

On the other hand, radioactive shipments through New York City are likely to increase "substantially" without any ban, DOT noted, because of the future use of nuclear-generated electrical power on Long Island and more shipments of radioactive wastes.

DOT gave its opinion as the result of a request from Associated Universities, Inc., which operates Brookhaven National Laboratory in Upton, N.Y. on Long Island, under a contract with the U.S. Department of Energy. Brookhaven, located about 70 miles east of New York, had been shipping used nuclear fuel from its two reactors six times a year through New York City until the city's ban became effective in January 1976.

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID

DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS



U.S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE 10:00 A.M. TUESDAY
April 11, 1978

DOT-45-78
Contact: Howard Coan
Phone: (202) 426-4321

ADAMS FORESEES \$150-200 BILLION IN AID FOR TRANSPORTATION IN NEXT 10 YEARS

Secretary of Transportation Brock Adams said today the federal government will distribute \$150 to \$200 billion in transportation grants and other financial aid in the next 10 years.

In a speech prepared for a Laborers' International Union of North America conference in Hollywood, Fla., Adams said, "We want that money to be well used, to meet people's transportation needs and to provide jobs."

Transportation already employs more than 10 percent of the U.S. work force, he noted, and more jobs will be created by the federal assistance for highways, mass transit and railroads.

Under the Administration's proposed surface transportation bill, Adams said, essential segments of the interstate highway system would be completed more quickly, older interstate sections would be restored and rehabilitated and more money would go to bridge repair and replacement. "We're looking ahead to an extensive reconstruction program -- not simply the filling of potholes or the tending of shrubs in the medians," he said.

The proposed highway budget for fiscal year 1979, plus the federal interstate highway money transferred to mass transit construction, would put more than 210,000 workers on the job, compared to 142,000 highway workers in July 1977, Secretary Adams said.

He noted that 21 percent of the highway work force is minority employees, and last year more than 50 percent of the Federal Highway Administration's trainees and apprentices were minorities.

- more -

The recent series of train derailments underline the need for track and roadbed renovation, he said. Of nearly 8,000 derailments in 1977, about 4,300 were caused by improperly maintained roadbeds.

As a result, Adams said, DOT is "requiring the replacement of all carbon-type tank car wheels by the end of the year, hiring more safety inspectors, tightening safety rules on hazardous cargoes and giving more federal aid to the railroads to accelerate roadbed and track maintenance."

He said the nation needs an improved freight rail system that moves goods faster, more safely and at costs that reduce or eliminate government subsidies. The preservation of passenger rail service also is "especially significant in light of the world energy situation."

To conserve energy, Americans must change their transportation habits, Adams said. This would mean finding alternatives to the auto in urban areas, building new transit systems and revamping existing ones, constructing bus and rail facilities, establishing exclusive lanes for buses and carpools, and manufacturing and buying fuel-efficient cars.

####

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID

DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS



U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, April 11, 1978

DOT 46-78
Contact: Bill Bishop
Phone: (202) 426-0648

Federal Highway Administrator William M. Cox said today he will resign effective May 1 and return to Kentucky to enter politics.

Secretary of Transportation Brock Adams praised Cox for eliminating red tape and excessive regulations while administering a \$7 billion program of Federal aid to state highways, the highest level in history.

Adams cited Cox's success in reducing paperwork and in increasing the level of minority employment. And he added, "You have brightened many of our days here in the Department with your marvelous 'shade tree philosophy.'"

Cox, 36, is a native of Madisonville, Ky. A former special assistant to Kentucky Governor Julian M. Carroll, he was senior vice president of Ligon Specialized Hauler, a large Madisonville trucking firm, at the time of his appointment as administrator in April, 1977.

In his letter to the President, Cox stated that in the past year "we have made significant progress in perfecting the programs of this agency and bringing its administrative problems under better control."

Deputy Highway Administrator Karl S. Bowers, former State Highway Commissioner of South Carolina, will serve as acting administrator.

#

U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



For Release 2 p.m. Wednesday
April 12, 1978

DOT 47-78
Contact: Jerry Clingerman
202/426-4321

ADAMS SUPPORTS
CONRAIL AID INCREASE

Secretary of Transportation Brock Adams today supported a request by the Consolidated Rail Corporation (Conrail) for \$1.3 billion in additional federal aid through 1982.

In testimony prepared for the Transportation Subcommittee of the House Interstate and Foreign Commerce Committee, Adams cautioned, however, that should Conrail's federal aid needs exceed this figure significantly, "we must re-evaluate" the railroad's potential to become a self-sustaining, private-sector railroad.

"The continued availability of rail freight service to the Northeast is essential to the nation's economy. I believe that Conrail represents our best chance to restore such service-oriented, self-sustaining, private-sector rail freight service," Adams said.

Conrail was created by Congress in 1976 to take over 17,000 miles of track from six bankrupt railroads in 17 Eastern states. Its current service area includes 55 percent of the nation's manufacturing plants, which employ 60 percent of all industrial workers.

Initially, Congress authorized federal funding up to \$2.1 billion to make Conrail self-sustaining (\$2 billion has been spent). However, Adams noted, the railroad has encountered unexpected difficulties in reaching its goal.

- more -

"Traffic levels have been lower than projected without a comparable decline in expenses, and we have experienced two particularly severe winters. These problems, combined with the host of operational difficulties involved in revitalizing the Northeast rail system, have worked to stretch out the schedule for Conrail's achievement of profitability," the Secretary said.

Conrail's net loss for 1977 was \$367 million, which is \$96 million more than projected in the railroad's Final System Plan.

Adams noted that by January 1978, Conrail had installed more than 1,700 miles of new rail and 9.5 million railroad ties; resurfaced 14,000 miles of track; repaired or rebuilt almost 26,000 freight cars and more than 1,800 locomotives.

"These actions have arrested the former downward trend in the physical condition of the plant and equipment and are commendable accomplishments," the Secretary said.

Adams pointed out that in addition to asking the federal government for \$1.3 billion more, Conrail's plans call for the private sector to furnish almost \$1 billion in new equipment financing, for labor to provide \$500 million in increased productivity, and for Conrail's shippers to contribute through freight rate increases.

Adams said he will soon propose legislation to finance Conrail which will:

-- Authorize the United States Railway Association to purchase an additional \$1.2 billion in preferred stock from Conrail.

-- Make that authorization a multi-year one, beginning in FY 1979, using the appropriations process to control the flow of funds to Conrail. A supplemental request will be transmitted for FY 1979 appropriations when evaluations of Conrail's immediate needs are completed.

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590
Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518



U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

For Release 9:30 a.m. Thursday
April 13, 1978

DOT 48-78
Contact: Jerry Clingerman
202/426-4321

ADAMS BACKS \$1.3 BILLION AID REQUEST BY CONRAIL

Secretary of Transportation Brock Adams told a Senate subcommittee today he would support Conrail's request for an additional \$1.3 billion in federal aid through 1982 to help it become a self-sustaining rail system.

In testimony prepared for the Subcommittee on Surface Transportation of the Senate Commerce, Science and Transportation Committee, Adams noted, however, that should Conrail's need for federal assistance exceed this amount significantly, "we must re-evaluate" the railroad's potential to break even.

"The continued availability of rail freight service to the Northeast is essential to the nation's economy. I believe that Conrail represents our best chance to restore such service-oriented, self-sustaining, private-sector rail freight service," Adams said.

Conrail was created by Congress in 1976 to take over 17,000 miles of track from six bankrupt railroads in 17 Eastern states. Its current service area includes 55 percent of the nation's manufacturing plants, which employ 60 percent of all industrial workers.

Initially, Congress authorized federal funding up to \$2.1 billion to make Conrail self-sustaining (\$2 billion has been spent). However, Adams noted, the railroad has encountered unexpected difficulties in reaching its goal.

- more -

"Traffic levels have been lower than projected without a comparable decline in expenses, and we have experienced two particularly severe winters. These problems, combined with the host of operational difficulties involved in revitalizing the Northeast rail system, have worked to stretch out the schedule for Conrail's achievement of profitability," the Secretary said.

Conrail's net loss for 1977 was \$367 million, which is \$96 million more than projected in the railroad's Final System Plan.

Adams noted that by January 1978, Conrail had installed more than 1,700 miles of new rail and 9.5 million railroad ties; resurfaced 14,000 miles of track; repaired or rebuilt almost 26,000 freight cars and more than 1,800 locomotives.

"These actions have arrested the former downward trend in the physical condition of the plant and equipment and are commendable accomplishments," the Secretary said.

Adams pointed out that in addition to asking the federal government for \$1.3 billion more, Conrail's plans call for the private sector to furnish almost \$1 billion in new equipment financing, for labor to provide \$500 million in increased productivity, and for Conrail's shippers to contribute through freight rate increases.

Adams said he will soon propose legislation to finance Conrail which will:

-- Authorize the United States Railway Association to purchase an additional \$1.2 billion in preferred stock from Conrail.

-- Make that authorization a multi-year one, beginning in FY 1979, using the appropriations process to control the flow of funds to Conrail. A supplemental request will be transmitted for FY 1979 appropriations when evaluations of Conrail's immediate needs are completed.

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

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, April 13, 1978

DOT SUPPORTS LOW-FARE AIR SERVICE
PLAN FOR CHICAGO'S MIDWAY AIRPORT

DOT-49-78
Contact: Jerry Clingerman
Phone: (202) 426-4321

U.S. Department of Transportation General Counsel Linda Heller Kamm today urged the Civil Aeronautics Board to approve low-fare air service between Chicago's Midway Airport and six midwestern cities.

In oral argument before the CAB in its Chicago-Midway Low-Fare Proceeding, Kamm said approval of the service would reduce the cost of travel between Midway Airport and Minneapolis/St. Paul, Kansas City, St. Louis, Detroit, Cleveland and Pittsburgh by approximately 32 percent to 47 percent below existing coach fares.

Kamm said that Secretary of Transportation Brock Adams had recently visited Midway Airport and found excellent facilities which can provide real consumer benefits to the Midwest. DOT earlier in this proceeding urged the CAB to take action to restore service to the airport where scheduled service has been reduced to two departures a day.

Kamm asked the CAB to authorize Midway Airlines to provide service between Midway Airport and the six cities. She also recommended that another airline, Midway (Southwest) Airway Co., a subsidiary of Southwest Airlines Co., be authorized to provide service in all six city markets but **that** the effective date of this award be delayed for a period up to one year after award is made to Midway Airlines.

The DOT position is part of the Carter Administration's effort to provide low fares for consumers in the domestic and international scheduled air service markets.

Speaking for Secretary Adams, the General Counsel stressed that approving new carrier service to Midway Airport would be a first step in reducing congestion at Chicago's O'Hare International Airport. Kamm also noted that increasing service at Midway Airport would assist in the revitalization of Chicago's South Side and would bring substantially more convenient service to thousands of local Chicago passengers.

Kamm said that by approving Midway Airlines' application, the CAB would signal its willingness to allow new scheduled carriers into the national aviation system and to increase the availability of broad-based low-fare proposals.

In addition, the General Counsel said the CAB should approve Midway Airlines' application because it is the innovative carrier responsible for first proposing low-fare service to Midway. She said that Midway Airport's revitalization can best be obtained by allowing Midway Airlines' service because it is the only carrier in the case solely dedicated to serving Midway Airport.

Kamm noted that while the new airline should have a brief exclusive period to start service, DOT firmly believes added competition in the markets is warranted.

####

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590
Official Business
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

For Release 9:00 a.m. Monday
April 17, 1978

DOT 50-78

DAYLIGHT SAVING TIME
BEGINS ON APRIL 30

Daylight saving time is returning. At 2 a.m. Sunday, April 30, clocks should be moved forward one hour to begin six months of daylight saving time, according to the U.S. Department of Transportation.

Under the Uniform Time Act, which DOT administers, daylight saving time is observed in the U.S. and its territories from the last Sunday in April until the last Sunday in October, which this year is October 29.

That is, unless you live in Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa or that portion of Indiana within the Eastern Time Zone. These areas don't observe daylight saving time during any period of the year.

Persons seeking further information should contact Robert Ross at (202) 426-4723.

#

U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 10:00 A.M. MONDAY
April 17, 1978

DOT-51-78
Contact: Howard Coan
Phone: (202) 426-4321

ADMINISTRATION URGES PASSAGE OF OIL SPILL FUND LEGISLATION

The Carter Administration today urged passage of a bill that would set up a national fund to compensate victims of oil spills.

Deputy Secretary of Transportation Alan Butchman said in testimony prepared for a Senate subcommittee hearing that the Administration's bill would provide "a needed remedy to those persons who, despite the best efforts of government and private enterprise, are damaged by oil pollution."

The House passed a bill (H.R. 6803) last September to create a comprehensive fund to pay for damages and cleanup costs resulting from oil spills. Butchman today asked the Subcommittee on Environmental Pollution of the Senate Committee on Environment and Public Works to report out a similar bill (S.1187) for full Senate action.

He called the bill a "central element of the President's program on oil pollution." Since the program was announced in March 1977, Butchman noted, "We have reached a remarkable degree of agreement in the international arena on the President's program for increased tanker safety (and) the regulatory effort is moving forward to full implementation."

Under the Administration bill, companies who own or operate oil tankers or terminals and other facilities would pay an oil fee into the fund. Oil tankers would have a minimum liability of \$500,000 and an upper limit determined by the ship's size at the rate of \$300 per gross ton. H.R. 6803 would set a maximum liability of \$30 million for these tankers.

Operators of oil terminals and other facilities would have a maximum liability of \$50 million, but the Secretary of Transportation could set lower limits for certain types of facilities.

Butchman said the Administration's bill and H.R. 6803 would make an oil polluter immediately responsible for damages and all cleanup costs.

The fund would pay for damages if the pollution source cannot be found or negligence proven. Victims also would receive fund payments when claims exceed liability limits or when the polluter has a legal defense against liability.

Butchman said the polluter is expected to pay for the costs related to most oil spills, but when a "catastrophic spill occurs" exceeding the liability limits, oil users in general should handle the costs through the mechanism of the "superfund."

Similar funds and liability systems used by state and local governments would be pre-empted by the Administration's bill, Butchman said. He opposed a version of the bill approved by the Senate Committee on Commerce, Science and Transportation which allows states to set their own liability standards.

He said, "Any other less comprehensive pre-emption scheme will only add to the chaos of state and federal laws on this subject, compounding what some commentators have called a 'modern day Tower of Babel.'"

Butchman noted that DOT should administer any new oil spill damage law, not the Department of Commerce as provided in the Senate Commerce Committee bill. The Coast Guard, which is part of DOT, already has oil pollution control responsibilities and handles the pollution cleanup fund set up by the Federal Water Pollution Control Act, he said.

####

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

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE TUESDAY
April 18, 1978

DOT-39-78
Contact: Jerry Clingerman
Phone: (202) 426-4321

DOT ALLOWS STATES TO LEASE PARKING SPACE FOR COMMUTERS

Secretary of Transportation Brock Adams today announced a program designed to help commuters who want to use mass transportation or join carpools or vanpools.

The program allows states to use federal-aid funds to lease parking facilities from shopping centers and other private businesses. The lots could then be used for fringe and transportation corridor parking.

Previously, federal-aid funds were available only when states wished to purchase land to construct such parking facilities.

"A recent public opinion poll found that many people want to use mass transportation or join carpools," Adams said. "However, the lack of a central gathering area has prevented many potential arrangements. This program is designed to increase the chances of success."

Leasing already existing parking spaces will substantially cut the costs of providing such parking. "This should encourage states to increase their commuter fringe and corridor parking," the Secretary said. "Also, allowing states to lease parking in already built up areas or along major transit corridors will be convenient to commuters and take advantage of existing commuter traffic route patterns."

In turn, use by commuters "should help us conserve fuel, cut traffic congestion, and clean our urban air," the Secretary added.

Federal aid for leasing parking facilities near interstate highways will be 90 percent federal money to be matched with 10 percent state or local funds. For facilities near primary or urban federal-aid highways, it will be 70 percent federal and 30 percent state or local funding.

Under Federal-Aid Highway legislation, the department's Federal Highway Administration for several years has provided states with federal-aid money to construct fringe and transportation corridor parking facilities. However, only recently has the department determined that property obtained by lease agreements meets the public ownership requirements of the act. No new federal funding is involved.

The Secretary noted that states will continue to have the option of constructing new parking facilities for commuters.

The new program allows the federal-aid funds to be used to provide such necessary amenities as passenger shelters, bicycle lockers and lighting.

DOT's decision was prompted by the Michigan Department of State Highways and Transportation which pointed out the best commuter parking locations are often on land used for customer parking by shopping centers.

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

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE 10:00 A.M. WEDNESDAY
April 19, 1978

DOT-52-78

Contact: Jerry Clingerman
Phone: (202) 426-4321

ADAMS SAYS DOT ACT
PROTECTING PARKLAND

Secretary of Transportation Brock Adams told Congress today that the Department of Transportation Act is protecting the nation's parklands from highway encroachment.

In testimony prepared for the Transportation Subcommittee of the Senate Committee on Environment and Public Works, Adams gave credit for the success to transportation planners, "most notably in the highway agencies," who adapted quickly to new standards.

Section 4(f) of the DOT Act prohibits the Secretary of Transportation from approving programs or projects that require the use of publicly-owned parkland, recreation areas, or wildlife and waterfowl refuges, and historic sites, unless ~~there is~~ "no prudent and feasible alternative" to the use of such land. In addition, the Secretary must be satisfied that "all possible planning to minimize harm" to the parkland has been accomplished.

"Today relatively few federal-aid projects that would take parkland are even proposed; those that are generally take very little parkland and are for the most part extremely well justified and carefully worked out after extensive public participation and consultation with other government agencies," Adams said.

Addressing specifically the issue of Interstate Highway 40 through Memphis, Tenn., Adams said that to date state proposals to construct a segment of I-40 through Overton Park in the city have not met the section 4(f) standards necessary for the project to be approved.

The most recent state proposal for constructing I-40 through the park called for a depression to be cut through the park for the highway. Part of that depression would be covered and returned to park use.

- more -

"I would be prepared to approve a full tunnel through the park, if that is what the state wants," Adams said. He noted, however, that even if he approved a state proposal for a tunnel, it would likely face a legal challenge since there is strong citizen opposition to any construction in Overton Park.

The Secretary noted that construction of a highway through Overton Park was first approved by the federal government in 1956, again in 1966, and twice in 1968.

However, the U.S. Supreme Court in June 1971 rejected approval of the project through the park on the basis of section 4(f).

Noting that the Overton Park decision was the one in which the court set standards for 4(f) compliance, Adams said the project the state has proposed for the park is not much different from the project the Supreme Court reviewed.

"The reasons that I have been unable to approve a project in Overton Park other than a full tunnel are fairly simple," the Secretary said. "The court's conclusion was that 'the cost or community disruption resulting from alternative routes' must reach 'extraordinary magnitudes' for a project within a park to be prudent.

"In addition, the alternatives must present 'unique problems' before I may approve the use of parkland. The state's most recent proposal does not meet those standards."

#

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590
Official Business
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
April 20, 1978

DOT 53-78
Contact: Bill Bishop
202-426-4321

HIGH PERFORMANCE, FUEL-EFFICIENT, 6-PASSENGER
SAFETY CAR DEVELOPED UNDER DOT CONTRACT

Secretary of Transportation Brock Adams today accepted delivery of an operating model of the ideal family car of the future -- one that is safer, more fuel-efficient, and less polluting than today's autos.

The six-passenger Large Research Safety Vehicle (LRSV), was built by Minicars, Inc., of Goleta, Calif., under a \$250,000 research contract with DOT's National Highway Traffic Safety Administration.

Secretary Adams said the experimental car delivered today demonstrates that the Federal fuel economy, occupant safety and emission standards set for future cars can be converted from concepts on paper into operating vehicles.

"This experimental car," he said, "proves that the skills, technologies and engineering exist. I believe that as the American people realize that the motor vehicles the times demand can be packaged in the size they like and with the performance they prefer, the auto industry will build and market better cars."

The familiar appearance of the LRSV stems from the fact that the contractor redesigned and converted a 1977 model year Chevrolet Impala by applying techniques and technology it developed previously under a similar contract for a compact-sized research safety vehicle.

As a result, the LRSV has all of the interior room of the Impala, improved power-weight ratio, lower emissions, and an expected fuel economy of 27.5 miles per gallon in combined city/highway driving. (Today's typical large cars have a fuel economy range of 14 to 20 mpg.) In addition, the LRSV is designed to provide occupant crash protection in 40 miles per hour frontal and frontal/angular crashes, as well as 30 mph side crashes.

The exceptional fuel economy of this family-sized research car was achieved largely by design changes that reduced the vehicle's total weight by 1,000 pounds. Despite this lower weight, safety has been improved in two ways. First, the structure design employs special technology for high strength, low weight applications with hollow, box-like, steel structure sections and doors filled with a light-

- more -

weight, energy absorbing, plastic foam that dissipates crash energy before it can reach the occupants. Secondly, inside the passenger compartment, the LRSV has thick padding in key areas for side impact protection, and an advanced air bag passive restraint system for high speed frontal impacts.

High performance and low emissions have been achieved in the LRSV with an innovative turbocharged Lambda-Sond engine developed by Volvo. The engine is mounted transversely and drives the front wheels. The combination of lower weight, five-speed transmission, and up to 140 horsepower at the engine when needed for high performance driving, should more than match the acceleration of the original Chevrolet Impala.

The LRSV is equipped with polyurethane bumpers, which prevent damage in frontal collisions at speeds up to 10 mph and in rear-end collisions at speeds up to 5 mph.

####

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY
Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U.S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
April 24, 1978

ADAMS ASKS \$200 MILLION
FOR URBAN ECONOMIC AID

DOT-57-78
Contact: Jerry Clingerman
Phone: (202) 426-4321

Secretary of Transportation Brock Adams said today he is asking Congress for \$200 million more each year for economic development aid to cities.

The money would be administered by DOT's Urban Mass Transportation Administration and used for capital improvements in urban transportation facilities and equipment. The goal is to encourage private investment in the revitalization of cities.

In letters to several senators and congressmen, Adams said the DOT effort is part of President Carter's urban initiative program, announced on March 28, which commits the federal government to the long-term goal of improving the quality of life in America's cities.

"These funds, used in coordination with programs of the Department of Housing and Urban Development and the Economic Development Administration, will complement existing urban economic development and stimulate continued community revitalization," Adams said.

The \$200 million will be added to the department's budget request for its Urban Mass Transportation Administration, which will administer the funds as part of its discretionary grant program. The program increases the total UMTA fiscal year 1979 budget request to \$3.065 billion.

Projects which would qualify for funding under the new program include terminals for such transfers as between rail and bus, rail-subway, and bus-subway, joint development activities and other projects related to public transportation.

- more -

Adams noted that although the program is nationwide, UMTA will study whether certain cities experiencing distress and hardship should be given some preference in allocating these special transportation funds.

"Too often, the rigidities of existing federal highway and transit aid programs inhibit state and local transportation departments and private transportation operators from joining in community economic development activities," Secretary Adams said. "This program is intended to aid the transportation components in locally sponsored revitalization or economic development programs."

Adams said the Department of Transportation would seek projects which integrate public transit and housing, enlist private commercial as well as public transportation investment, and combine public and private development projects near transportation stations.

#

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID

DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS



U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE TUESDAY
April 25, 1978

DOT-55-78
Contact: William Bishop
Phone: (202) 426-4321

NEW PROGRAMS NEEDED TO RELIEVE AIRLINES' MONEY, ENERGY PROBLEMS

New legislation and policies are needed to enable the airlines to meet the challenges of replacing aging aircraft, increasingly higher fuel costs, and competition from foreign airlines, Secretary of Transportation Brock Adams said today.

In remarks prepared for the Aviation ~~Space~~ Writers Association, meeting in Atlanta, Secretary Adams expressed optimism that the challenges will be met, but he said, "We're up against an energy crunch and a money crunch, and no one in transportation can do business the same way we've done it for years."

"That's why," he said, "we need regulatory reform legislation. That's why we need a firm, effective international aviation policy."

Also needed, Adams said is new legislation for aviation noise relief and for federal aid to airports.

Expressing his conviction that Congress will pass aviation regulatory reform legislation this year, the Secretary said, "The tremendous reaction to the low air fares of the past year is an indication of the consumer's readiness for change. The airline industry is ready, and nothing can hurt more than continuing legislative uncertainty."

Pointing out that in the next decade the airlines must make a large investment in new aircraft, Adams said, "The reform issue has to be settled to provide the proper foundation for that effort."

AVIATION NOISE REDUCTION

Stressing that some 75 percent of the jet aircraft in commercial service cannot meet the noise standards that will become fully effective in 1985, Secretary Adams reiterated his support for proposed legislation which will give financial assistance to the airlines for the replacement or refitting of noisy planes.

Specifically, Adams supported a two percent surcharge on passenger travel and air freight to help pay the cost of aircraft replacement or retrofit. At the same time, the existing taxes paid into the Airport/Airway trust fund would be reduced by the same amount so as not to increase the cost to air travelers and shippers.

Left to its own resources, the airline industry will be hard pressed to finance fleet modernization, the Secretary said.

"I do not believe that limited federal assistance of the kind being proposed would be inappropriate or set a bad precedent," he said.

Adams pointed out that U.S. aircraft manufacturers are facing increased competition from foreign companies, and that the new generation of commercial jets are not only quieter but more fuel-efficient and cheaper to operate.

"Our carriers need this new, more productive equipment," the Secretary said. "A supplementary funding program, together with regulatory reform, will help establish the new foundations of confidence needed by the airline industry to restore lender support and by the manufacturers to spur aircraft development."

NEW ADAP LEGISLATION

Noting that existing airport aid legislation expires in September 1980, Secretary Adams said he will be reviewing new legislative proposals later this year.

"There are several possible changes we may want to look at, including more flexibility for the states in the use of airport money and ways to reduce administrative cost and red tape," he said.

With the possible exceptions of Miami and Palmdale (Los Angeles), the Secretary said he foresees no new major hub airports being built in the next ten years.

The greatest need, Adams said, is for reliever airports for private aviation. Stating DOT's willingness to put money into the construction of reliever airports, the Secretary cited Southern California, Chicago and Washington as areas in which general aviation airports are near capacity.

INTERNATIONAL AVIATION POLICY

"The cornerstone of U.S. international aviation policy is our longstanding reliance on competitive market forces as the best means of providing convenient, efficient, affordable air transportation," Secretary Adams said. "We believe that transportation concerns -- not foreign policy concerns -- must be dominant in our international negotiations if we are to be perceived as practicing what we preach."

In commenting on media coverage of his recent suggestion that the Secretary of Transportation be given a stronger role in negotiating international aviation policy, Adams said:

"Personalities are not an issue and there is no feeling of displeasure or dissatisfaction with the people presently involved in the negotiating process -- only the strong feeling that the present arrangement, in which too many agencies have an equal voice but no one exerts leadership, is not conducive to effective international negotiations."

####

U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR IMMEDIATE RELEASE
Wednesday, April 26, 1978

DOT 58-78
Contact: Jerry Clingerman
202/426-4321

DOT URGES ICC TO REQUIRE RATE DATA FOR NEW TRUCK SERVICE

The U.S. Department of Transportation is urging the Interstate Commerce Commission to require trucking firms to include proposed rate charges in their applications to provide new service.

In written comments filed with the ICC Tuesday night, DOT General Counsel Linda Kamm said the rate data should be a significant factor in determining whether a motor carrier should receive permission to provide new service.

The adoption of this requirement would result in "lower transportation costs for shippers and consumers and give more firms greater opportunity to provide transportation services," Kamm said.

The general counsel noted that under DOT's proposal, when rate data is an appropriate part of an application for new service, the applicant should be required to:

- Satisfy the test of being fit, willing and able to provide the proposed service, as the existing procedure requires; and

- Specify the proposed service to be offered and the rates to be charged. Then the applicant must compare this service and rates with the existing services and rates to show that the proposed service is different from that presently available, or that the existing service will be provided at a lower rate.

Kamm said requiring rate data in applications would:

-- Help fight inflation since applicants would be encouraged to offer cost service options to shippers.

-- Stimulate innovation and more flexible price-service options in the market place. Innovative or price-service combinations different from those currently offered on a route would receive special considerations as being in the public interest.

-- Increase opportunities for minority and small businesses to enter the regulated carrier industry. Such firms could qualify by proposing lower rates on monopoly routes, by proposing different price-service levels, or by designing more efficient or innovative services.

-- Reduce the need for shippers to use private carriers to obtain the price-service options they desire. Carriers would be encouraged to tailor their services to a shipper's individual needs.

Kamm added that the ICC should maintain an open door for additional new entry to help keep effective competitive pressures strong in the industry and to safeguard against predatory pricing behavior by new applicants.

#

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

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY

April 27, 1978

DOT-59-78

Contact: William Bishop

Phone: (202) 426-4321

DOT SUPPORTS CAB'S PROPOSAL
FOR SINGLE CHARTER SERVICE

The Department of Transportation is urging the Civil Aeronautics Board to eliminate all existing classes of air charter travel and to replace them with a single public charter service.

In comments filed Wednesday responding to the CAB's proposal to establish a single charter service, substantially simplified and less restricted, DOT said the proposed public charter rules should materially increase the availability of low cost charter service to consumers.

The adoption of the proposed new charter rules also will improve the ability of the charter mode of air transportation to compete with discount fares being offered by scheduled carriers, DOT said.

General Counsel Linda Heller Kamm said, "DOT believes that a liberal public charter rule is required now. There exists an unsatisfied need for a liberalization of present charter rules to expand opportunities for low-cost domestic travel."

In the area of international charter air travel, Kamm said, the CAB should not be deterred from issuing liberal charter rules because of supposed unwillingness of foreign countries to recognize the U.S. charter rules.

"The United States," she said, "should first promulgate an overall charter rule that it believes to be in the best interest of the public. It will then become the task of our negotiators to arrive at the best possible agreements with foreign nations as to charters."

Under CAB's proposed public charter rule, passengers would not have to purchase seats in advance of the departure date, and could purchase one-way tickets. Also, the new rules would eliminate all minimum group size requirements and would allow charter operators to offer discount prices.

"These changes in the charter rules will make charter air transportation more accessible to the public by eliminating unnecessary restrictions on the use of charters," Kamm said.

"The increased accessibility of charters will provide consumers with a great variety of price and quality options in air transportation," she said. "Charter operators, in turn, will have increased flexibility to fashion low-cost travel packages tailored to the specific needs of consumers."

####

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID

DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS



U. S. Department of Transportation

news:

Office of Public Affairs



Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, April 28, 1978

DOT 60-78
Contact: Jerry Clingerman
202/426-4321

DOT URGES CAB
TO PERMIT EASIER
AIRLINE ROUTE ENTRY

The U.S. Department of Transportation today urged the Civil Aeronautics Board to liberalize its procedures to permit award of new routes to several carriers at a time.

In response to the CAB's request for comments on the value of making multiple route awards, DOT General Counsel Linda Heller Kamm said, "Competition in the airline industry should be the rule rather than the exception. The use of multiple authority is the first and perhaps the most important step towards achievement of this goal."

The general counsel said there are several advantages to granting several airlines the right to fly the same route.

"Giving several carriers an opportunity to serve a market increases the chances that the carrier best suited and most interested in serving the market actually will serve the market. This will result in consumers receiving the most efficient combination of price and service options," Kamm said.

Granting multiple operating rights also would allow carriers greater freedom in managing their own affairs, Kamm said.

Currently, the CAB generally makes route awards to one carrier at a time. The general counsel noted that allowing several carriers to enter a market simultaneously would simplify the board's licensing process by eliminating the need to choose only one of several competing carriers.

Kamm noted that some opponents of such liberalized entry argue that large carriers may absorb smaller carriers, leading to increased concentration in the industry.

"The evidence refutes this argument," the general counsel said. "The commuter airlines are the fastest growing segment of the aviation industry. The intrastate carriers have thrived in competition with much larger carriers, despite their very limited route networks.

"And," Kamm noted, "among the trunk carriers, small trunks consistently outperform the larger trunks.

"We believe that a less regulated and more competitive airline industry would show no tendencies toward a natural monopoly. Therefore, there seems no need to restrict entry in order to protect smaller firms," Kamm said.

The general counsel also disputed the argument that adding multiple carriers to a particular market causes the average market load factor to fall.

"Once such factors as market density and distance are taken into consideration, the apparent decline in the number of passengers per plane disappears," Kamm said.

The general counsel noted, however, that while endorsing multiple route awards, DOT has some reservations about granting immediate authority to some carriers and only restricted awards to other carriers.

"We recognize that multiple awards need not always be made simultaneously to all recipients. But, granting some carriers immediate operating rights and others restricted rights most often creates inefficiencies," Kamm said.

#

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID

DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS

