

U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
May 5, 1978

DOT 62-78
Contact: Jerry Clingerman
Tel: 202-426-4321

DOT WILL HOLD FOURTH SEMINAR ON HAZARDOUS MATERIALS RULES

The fourth in a series of Department of Transportation seminars on safety rules for transporting hazardous materials will be held May 17-18 in New Orleans.

The two-day session will be at The Rivergate, Port of New Orleans Exhibition Center. The fee is \$30 per person.

During the training session, DOT speakers will discuss shipping hazardous cargoes by rail, truck, air, barge and ship. In addition, the U.S. Environmental Protection Agency's Office of Solid Wastes will hold a session on proposed regulations for transporters of hazardous wastes.

The seminar is sponsored by DOT's Materials Transportation Bureau in cooperation with the department's Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration and Coast Guard.

The program is intended to help shippers, carriers, container manufacturers, freight forwarders, fire and police officials and others involved in hazardous materials transportation to better understand DOT hazardous materials regulations. It is not designed to replace the in-depth training necessary to comply with the regulations.

Seminars have been held in Newark, N.J., Detroit and Los Angeles. A fifth seminar is planned for San Francisco.

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Further information on the seminar in New Orleans is available from Joan Harris (DMT-15), Office of Hazardous Materials Operations, U.S. Department of Transportation, Washington, D.C. 20590; telephone (202) 426-2301.

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U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE 1:00 P.M. EDT
Tuesday, May 9, 1978

DOT 63-78
Contact: David Umansky
Tel.: 202-426-0881

ADAMS SHORTENS DEADLINES FOR TANK CAR RETROFIT

Secretary of Transportation Brock Adams today proposed an accelerated schedule for bringing railroad tank cars that carry hazardous materials into compliance with strengthened safety regulations.

The Secretary called for the retrofitting of the various components of the existing uninsulated 20,000 pressure tank car fleet from six months to two years earlier than previously required. He set the following schedule:

-- Installation of new safety couplers on all of the 20,000 tank cars by December 31, 1978. (Original deadline was July 1, 1979.)

-- Application of head shields to approximately 3,500 tank cars used exclusively for anhydrous ammonia service and to some 4,000 tank cars in liquified flammable gas service, and full jacketed insulation on an additional 7,900 tank cars, all by December 31, 1979. (Original deadline was December 31, 1981.)

-- Application of thermal coating to all flammable gas tank cars scheduled for "spray-on" treatment, and application of jacketed insulation and head protection to the remaining liquified gas cars by December 31, 1980. (Original deadline was December 31, 1981.)

- more -

"The revised compliance schedule I am proposing today represents our best judgment on the extent to which the work can be accelerated while still achieving the long-term value of the full jacketing system, which three of the four major tank car companies plan to use," Secretary Adams said.

An order for a "quick fix" of all tank cars could disrupt the flow of fuels to homes and industry and the distribution of fertilizer to farmers, Adams said.

To avoid the disruption problem, the Secretary said, "We are allowing both short and long-term methods for increasing the safety of these cars: one, you can spray on a thermal coating to resist overheating and comply with the regulation that way; but, two, we recognize that putting a steel jacket over the thermal coating is better because that guards against side punctures. It takes longer but it results in a safer, stronger, more durable safeguard. And so we are allowing additional time for the installation of jackets," Adams said.

The Secretary made his announcement in an address prepared for a meeting of the Manufacturing Chemists Association at the Madison Hotel in Washington, D.C.

The proposed rule announced today is scheduled to be published in the Federal Register on May 11. Adams said the period for public comment will run through June 26, and it is planned to publish a final rule 15 days from that date.

Secretary Adams stressed that his concern for the safe transportation of hazardous materials is not confined to rail shipments. "We are concerned about all systems of transportation," he said. "I have directed Deputy Secretary Alan Butchman to review all our hazardous material regulations and prevention programs so our regulations are modern and the best we can produce. We must identify the gaps that need to be filled, and determine whether existing regulations do what they are intended to do."

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U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
May 9, 1978

DOT 64-78
Contact: Howard Coan
Tel: 202-426-4321

DOT ANNOUNCES HAZARDOUS MATERIALS TRAINING COURSE FOR COMMUNITIES

A training course funded by the Department of Transportation now is available to help communities prepare for any future hazardous materials accident they may have to face, DOT announced today.

About four billion tons of regulated hazardous materials are shipped every year. Many areas, particularly small cities and towns, have not drawn up plans or trained people to deal with situations where these substances being transported by rail, truck, airplane or barge are involved in a local accident, DOT said.

The course is designed to assist communities in developing emergency plans for possible future use and to train the 3 to 4 million persons nationwide who work in emergency services.

The eight-part, 20-hour training course was developed by the National Fire Protection Association (NFPA), a non-profit organization, under a \$169,000 DOT contract signed in July 1976. On May 5, NFPA sent out its first training kit, which contains over 900 slides, cassette tapes, student workbooks, an instructor's guide and DOT information on hazardous materials. It will sell for \$315 until June 30 and for \$350 thereafter.

- more -

Taking the course will enable the persons responsible for handling these emergencies to identify hazardous substances and their packaging and labels, to evaluate and deal with an incident in its first critical stages, and to control the situation and decide whether or not evacuation is necessary.

NFPA also will hold 10 three-day seminars throughout the nation during the next six months using the training course. The seminars will be offered to emergency service personnel who work in such areas as police and fire departments, emergency medical care, civil defense, local administration, railroads and trucking. The instruction will help these individuals present the NFPA training course to others at the local level.

Alan Roberts, director of DOT's Office of Hazardous Materials Operations, will be among several DOT officials who will attend the first seminar in Columbus, Ohio, May 22-24.

Other seminars will be held in Montgomery, Ala., June 12-14; Seattle, June 19-21; Chicago, Sept. 6-8; Philadelphia, Sept. 18-20; Springfield, Mass., Oct. 4-6; San Francisco, Oct. 16-18; Phoenix, Oct. 23-25; Oklahoma City, Nov. 1-3; and Houston, Nov. 8-10.

The seminar fee is \$130 per person (\$120 for NFPA members). More information on the seminars is available from Austin Sennett, manager, Education Technology Unit, National Fire Protection Association, 470 Atlantic Ave., Boston, Mass. 02210 (Phone: 617-482-8755).

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Office of Public Affairs
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FOR RELEASE TUESDAY
May 9, 1978

DOT 65-78
Contact: Howard Coan
Tel: 202-426-4321

ADAMS ENDORSES COMMITTEE APPROVAL OF NO-FAULT AUTO INSURANCE BILL

Secretary of Transportation Brock Adams today strongly endorsed the Senate Commerce Committee's approval of the no-fault auto insurance bill supported by the Carter Administration, calling the action a "courageous stand for consumers."

Adams said he hoped the full Senate as well as the House would act quickly on the legislation, which will compensate auto accident victims promptly without having to place the blame.

The bill also will aid President Carter's anti-inflation fight by giving consumers more for their money, Adams noted. "The measure will slow down and possibly reduce the rapidly-rising cost of auto insurance," Adams said. "In addition, it's time to end lengthy, expensive lawsuits and long delays in deciding benefits and medical costs."

Adams said he hoped the Senate Commerce Committee's vote would spur action by a House subcommittee which is currently considering the same legislation.

The bill would set minimum federal standards for state no-fault insurance plans. It provides up to \$100,000 in medical benefits and permits lawsuits only in cases of serious injury.

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U.S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, May 16, 1978

DOT-7178

Contact: William Bishop

Phone: (202) 426-4321

COMPETITION UNDERLIES AIRLINES' RECORD TRAFFIC AND EARNINGS

Regulation of the air transportation industry has moved from protection of the airlines to protection of the consumer, DOT General Counsel Linda Heller Kamm said today.

With this change in focus has come a "virtual revolution" in air fares, with 40 and 50 percent discounts the common order of business, Kamm said in remarks prepared for a National Transportation Week meeting of combined service organizations at the Diamond Oaks Country Club in Fort Worth, Texas.

The result of the competition spurred by lower fares has been both record traffic volumes and airlines' earnings, Kamm said, adding:

"It's no wonder that with all this good real life experience Congress is proceeding with airline regulatory reform legislation."

Pointing out that the Senate and a House Committee have passed conflicting versions of airline regulatory reform, Kamm said, "Some bargaining will be necessary to merge the two bills. But I am hopeful we can have a good airline bill on the President's desk by the end of this legislative session."

The DOT General Counsel predicted that the impetus for regulatory reform will move to other areas of transportation.

"I think that passage of the aviation bill and the whole amazing experience we are having now with low-cost fares will prove to be a powerful stimulus for change for motor carrier and rail regulation."

But, Kamm suggested, reform in those areas may take longer and may involve administrative actions as well as legislative changes.

Kamm expressed the opinion that there should be greater pricing flexibility in the trucking industry.

Acknowledging that there are more than 15,000 regulated carriers in the trucking industry, the General Counsel said, "That may seem like a crowded field. But if you examine the situation on a route-by-route basis, you'll find that competition is quite restricted in many cases."

Kamm also said that minority participation in trucking company ownership is "quite limited", and that DOT is attempting to increase minority participation in the industry through changes in Interstate Commerce Commission procedures.

Existing statutes were meant to give railroads more flexibility in raising and lowering rates without government intervention, but the Interstate Commerce Commission has adopted regulations to bring almost half of all rail freight movements under its jurisdiction, the Counsel pointed out.

"This ICC position, which is more restrictive than my department favors, has recently been upheld by the U.S. Court of Appeals in the District of Columbia," Kamm said.

"Various options for dealing with this issue are now being considered, including further court action or changes in legislation."

The organizations participating in the National Transportation Week meeting were Transportation Club of Fort Worth, Fort Worth Chapter of Delta Nu Alpha, Women's Traffic Club of Fort Worth and National Defense Transportation Association.

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FOR 1:00 PM PDT RELEASE
Wednesday, May 17, 1978

DOT 69-78
Contact: William Bishop
Tel: 202-426-4321

ADAMS AGREES WITH OBJECTIVES OF L.A. REGIONAL TRANSIT PLAN

Secretary of Transportation Brock Adams said today he is more optimistic now about transit in the Los Angeles area because of new regional plans for better use of freeways and the hope of more federal transit money.

The Secretary praised the regional transit plan jointly sponsored by the City Redevelopment Agency, Caltrans and the Southern California Rapid Transit District.

That plan incorporates the Wilshire-La Brea corridor study with the proposed downtown people mover and other transportation strategies, including a 370-mile freeway-transit system designed to take advantage of unused freeway capacities.

"What your local and state agencies are talking about in this plan are more exclusive bus and carpool lanes, more bus collection stations, more metered ramps and more emphasis on high-occupancy vehicle programs," Adams said.

In explaining the public transportation provisions of the Administration's legislative proposals to a Transportation Week meeting of the Los Angeles Chamber of Commerce, Adams said:

"We're asking for changes in the way highway and transit programs are funded, so that real world needs don't go begging because funds are tied up in narrow bureaucratic 'pork barrel' categories. We would like, for example, to make funds available with as few strings as possible, and to permit easy transfer between highway and transit projects."

Secretary Adams emphasized that transportation policies and programs must be compatible with President Carter's fight against inflation.

"We cannot solve our transportation problem, or any of the nation's ills," he said, "simply by voting more tax dollars to throw at them."

Stating that he can help neither the President nor the taxpayers by acceding to costly new programs, the Secretary said, "I am trying, instead, to listen to what the people want, go out and see what our cities and rural areas need, and then structure the federal-aid programs to meet those needs and at the same time deliver more value for the dollar."

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FOR RELEASE 3:00 P.M. EDT THURSDAY
May 18, 1978

DOT 70-78
Contact: Jerry Clingerman
Tel: 202-426-4321

ADAMS ANNOUNCES
DOT MARITIME OFFICE

Secretary of Transportation Brock Adams today said that due to the growing importance of maritime transportation he will establish an office of maritime affairs to deal with policy issues related to water transportation.

In remarks prepared for a Transportation Week luncheon address in Seattle, Adams said such an office would be the focal point for all maritime transportation policy matters involving the department. In addition, the office would coordinate DOT programs with those of other federal and state agencies and the maritime industry.

Adams cited the issue of allowing supertankers to operate in Puget Sound as an example of important maritime problems involving the department.

On that issue, Adams said "protection of the environment will be our primary consideration" in developing regulations for supertanker operations in the Sound.

Last March 15, Adams issued a temporary order banning tankers of more than 125,000 deadweight tons from Puget Sound for six months. That order followed the Supreme Court decision which ruled that the Federal Ports and Waterways Safety Act of 1972 pre-empted state regulations governing the size of tankers permitted in the Sound.

Oil tanker operators challenged the state size limitations in court but refrained from operating the larger ships in Puget Sound while litigation was pending.

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The Secretary added that the Coast Guard is studying the entire scope of tanker operations in the Puget Sound area. And that the Maritime Administration is doing a mathematical analysis of tanker vessel maneuverability in Puget Sound as part of the regulations development process.

"My order was intended not as a final word on the issue but as a means of preserving the present level of protection against possible environmental damage until the situation could be fully assessed and the best possible solution proposed," the Secretary said.

He noted that the Coast Guard held public hearings on the issue last month.

"We appreciate the cooperation of the oil tanker operators in not scheduling the large vessels in the Sound before my temporary order, and during the completion of the regulatory process," Adams said.

Concerning public transportation, Adams praised Seattle as a "pacesetter" in the resurgence of mass transit.

"Seattle has proved people will return to good public transportation; ridership has increased 40 percent here over the past five years," the Secretary noted. This is important, Adams said, because automobile traffic in the Seattle area is projected to increase by 50 percent by 1990.

In addition to increasing the public transit options, "We have to make better use of highway capacity," Adams said. One way is to develop and operate exclusive high-occupancy vehicle lanes on urban highways, he said.

"Earlier this month," he noted, "we moved to increase the I-5 North Corridor high-occupancy vehicle lanes as proposed by the Washington State Department of Transportation and Metro." The project involved the construction of additional median lanes, north and south, for the exclusive use of buses, carpools and vanpools and bypass lanes at metered entry ramps.

"The use of dedicated lanes is almost certain to be a requirement for any urban highway approved from now on," Adams said.

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U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, May 22, 1978

DOT 73-78

Contact: Carolyn DuBose

Phone: (202) 426-1276

CONSUMER ADVISORY

DOT ISSUES AUTO
BUYERS' GUIDE

To help consumers make prudent investments when buying a new automobile, the U.S. Department of Transportation has published a booklet, "Common Sense in Buying a New Car".

The 31-page consumer guide contains helpful hints on ways new car buyers can avoid problems. Prepared by the Office of Public and Consumer Affairs, it is designed to alert the unwary buyer.

The publication covers a broad range of topics including: dealer servicing, safety, comfort, testing for performance and fuel economy, services covered by warranties and a general checklist of pitfalls to avoid while shopping around for a car.

Consumers are also reminded that federal law requires manufacturers to make available to prospective purchasers information regarding tires, braking, and passing and acceleration ability. This information is generally available in the dealer's showroom and in the glove box of the vehicle.

Single copies of "Common Sense in Buying a New Car" are available free from the Consumer Information Center, Pueblo, Colo., 81009. For bulk copies up to 50, write to: U.S. Department of Transportation, NAD-42, Washington, D.C. 20590.

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U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, May 22, 1978

DOT-74-78
Contact: William Bishop
Phone: (202) 426-4321

DOT URGES CONSUMER PARTICIPATION AT CAB

In comments filed with the Civil Aeronautics Board on Friday, the Department of Transportation stated its belief that the CAB has legal authority to pay expenses of persons or groups representing consumers in CAB proceedings.

DOT cited its own experience to indicate that such a program can be a desirable, practicable and effective method of enhancing the flow of information.

For the past year, DOT has been conducting a demonstration program funding consumer representatives at hearings before its National Highway Traffic Safety Administration.

"Such financial assistance," DOT General Counsel Linda Heller Kamm said, "can substantially assist the agency in promulgating fairer rules, and assist informed and interested members of the public in playing an effective role in government"

Kamm and six other General Counsels of government agencies had requested an opinion from the Department of Justice on whether funding consumer participation in agency hearings was lawful, and Justice concluded that it was.

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FOR IMMEDIATE RELEASE
Wednesday, May 24, 1978

DOT 75-78
Contact: William Bishop
Tel: 202-426-4321

NEW U.S. POLICY PROPOSED FOR INTERNATIONAL AIR PACTS

The federal government has issued a proposed new policy to guide U.S. negotiators in seeking new international air transport agreements with other nations.

The proposed policy statement declares that the benefits of international air transportation can best be realized through competition among airlines, and it establishes goals, objectives and negotiating principles aimed toward that end.

"Reliance on competitive market forces to the greatest extent possible in our international air transportation agreements will allow the public to receive improved service at low costs that reflect economically efficient operations," the policy states.

The proposed policy will be published May 24 in the Federal Register. It is the product of eight months of work by an inter-agency group that included representatives of the Departments of State, Transportation, Commerce, Defense and Justice; the Office of Management and Budget; the Council on Wage and Price Stability; the Domestic Policy Staff and the Council of Economic Advisors. The Civil Aeronautics Board, an independent agency, also participated.

- More -

The Department of Transportation, acting on behalf of the inter-agency group, has scheduled a public hearing on the proposed policy for June 27 at 9 a.m. in Room 2234 of DOT headquarters, 400 Seventh St., S.W.

Prospective witnesses should contact DOT's Office of Public and Consumer Affairs by June 16. Copies of the proposed policy are available for inspection and copying in the office of the DOT Assistant General Counsel for Regulation and Enforcement, Room 10100.

Written comments will be accepted in the Office of the General Counsel through July 13. The inter-agency group expects to submit its final policy statement to President Carter on July 25.

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FOR RELEASE THURSDAY
May 25, 1978

DOT 77-78
Contact: Jerry Clingerman
Tel: 202-426-4321

U.S. Deputy Secretary of Transportation Alan Butchman today forecast that aviation regulatory reform legislation will "be on the President's desk before the close of this Congressional session."

In remarks prepared for the Aerospace Industries Association meeting in Williamsburg, Va., Butchman said he believes a bill acceptable to the administration will emerge from the differing versions contained in the House and Senate bills.

"Each of the bills achieves some of the goals we believe are essential to reform, and I am confident that an acceptable compromise can be worked out in conference," the Deputy Secretary said.

On the issue of whether regulatory reform would benefit the air industry, Butchman said the price competition caused by the reform legislation, contrary to the predictions of chaos and bankruptcy, already have led to increased airline profits and will continue to do so. Increased profits will lead to a greater demand for new aircraft, benefiting the entire industry and the air traveling consumer, he said.

"The changing nature of the market, including the growth of commuter carriers and the expanding role of the regional airlines, will almost certainly sharpen the demand for a family of aircraft of various sizes and performance capabilities," he said.

Butchman also predicted that an airport noise reduction bill will pass Congress this session.

- more -

DOT is committed to a program of helping airlines retrofit or replace noisy aircraft and "we will continue to work with Senate and House leaders to develop a bill that will produce noise relief" for residents near airports, the Deputy Secretary said.

Concerning aviation agreements between the U.S. and foreign nations, Butchman cited the recent bilateral agreement with the Netherlands as the model to set a new liberal pattern for bilateral agreements with other U.S. aviation partners.

Both the U.S. and the Netherlands agreed that fares and rate should be based primarily on commercial considerations in the marketplace, and that intervention by governments should be limited to: (1) prevention of predatory or discriminatory practices, (2) protection of consumers from the abuse of monopoly power, and (3) protection of airlines from prices that are artificially low because of direct or indirect governmental subsidy or support, Butchman said.

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FOR IMMEDIATE RELEASE
Thursday, May 25, 1978

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

NEW FEDERAL RULES PROPOSED FOR HAZARDOUS WASTE TRANSPORT

The Department of Transportation today proposed new rules to regulate the transportation of hazardous wastes.

The proposal follows an Environmental Protection Agency request for DOT assistance in implementing a 1976 law which requires EPA to control the transportation and disposal of hazardous wastes.

DOT's proposed rules, which were published in today's Federal Register, are similar to those announced by EPA on April 28. EPA plans to withdraw its proposed rules as soon as similar standards are established by DOT.

A joint DOT-EPA public hearing on the proposals will be held in Alexandria, Va., on June 20.

DOT's rules would prohibit transportation and delivery of hazardous wastes to unauthorized treatment, storage and disposal sites. Hazardous substances include explosives, flammable liquids, radioactive materials and other dangerous chemicals.

Both DOT and EPA would require strict documentation of hazardous waste movements and provide tighter requirements for reporting hazardous waste spills during transportation.

The agencies have proposed extending the definition of hazardous waste to include substances that are dangerous to humans over long periods of exposure or those dangerous to the environment. Existing DOT regulations cover substances, including waste materials, that are immediately harmful to humans.

The proposals would apply federal regulation to intrastate shipment of hazardous wastes, which currently are not controlled, as well as interstate transportation.

Public comments on DOT's proposed regulations should be sent to the Dockets Section, Office of Hazardous Materials Operations, Department of Transportation, 2100 Second Street, S.W., Washington, D.C. 20590. The comments may be read in the Dockets Section, Room 6500, on weekdays between 9 a.m. and 5 p.m. DOT will not close the comment period until after EPA issues other proposed hazardous waste regulations.

The joint hearing will start at 9 a.m. in the Old Town Holiday Inn, 480 King St., Alexandria. Requests to participate in the public hearing should be directed to Gerri Wyer, Public Participation Officer, Office of Solid Waste (WH-562), Environmental Protection Agency, Washington, D.C. 20460. Phone: (202) 755-9157.

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE 10:30 A.M. EDT
Thursday, May 25, 1978

DOT 79-78
Contact: Howard Coan
Phone: (202) 426-4321

ADAMS SAYS \$52 MILLION IS NEEDED FOR UNION STATION-VISITOR CENTER

Secretary of Transportation Brock Adams today told a Senate committee that \$52 million is needed to repair deteriorated Union Station in Washington, D.C. and complete the National Visitor Center inside the terminal.

In a statement prepared for the Senate Committee on Environment and Public Works, he asked Congress to provide \$30 million of that amount so the upgraded station could provide adequate service for long-distance rail passengers, commuters and visitors to the Nation's Capital.

Adams said his department can provide the remaining \$22 million from the \$1.75 billion committed to the Northeast Corridor Improvement Project to improve rail passenger service between Washington and Boston.

Concerning the request for \$30 million, Adams said, "I am not particularly pleased with this figure, but I think it is a realistic one." The funds would be used to rehabilitate the old terminal building, complete unfinished construction, and make the entire complex more useful.

The cost estimate assumes that construction would begin January 1979, Adams said. Any delay in enacting the legislative proposal would result in higher costs, he added.

- more -

Competitive bids would be asked on the Union Station-National Visitor Center contract, Adams noted, and fixed prices would be required to protect as much as possible against cost escalation and inflation.

His plan follows more than a year of discussions with Interior Secretary Cecil D. Andrus, Adams said. They agreed that DOT should take control of Union Station from the Interior Department's National Park Service and give high priority to completion of the transportation complex.

Adams presented a proposal to the Senate committee that he said would meet the needs of passengers and tourists.

"I must emphasize that it will cost money and is going to take some time to complete," Adams added. "However, our best judgment is that our proposal is a workable plan which everyone can live with and which can be performed within the proposed funding and time schedules."

Adams said the main components of the DOT proposal are:

- Immediate repairs are needed for the parking garage, southeast ramp and the main building to ensure their structural soundness and protect against fire hazards.

- The parking garage will be completed with minor design changes increasing the capacity from 1,200 to 1,400 cars.

- Station improvements will speed up passenger check-ins, provide more waiting areas, upgrade public services and allow revenue-producing concession areas. The one-third-mile walk from the Columbus Plaza entrance to the train platforms will be reduced by 50 to 60 percent. The station's west wing and concourse would be for rail use.

- Roadway improvements will include completion of the partially-constructed southeast ramp to provide local bus access to the garage, and construction of a taxi-queuing ramp on the east side of the station to reduce traffic congestion on Columbus Plaza and adjacent streets.

- Long-term repairs to the main building would include a modernized electrical system, a new roof and roof-drainage system, a new heating system and structural improvements.

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
MAY 26, 1978

DOT 80-78
Contact: Bob Beasley
Phone: (202) 426-4321

STATES PLAN TOUGH ENFORCEMENT
OF 55 MPH SPEED LIMIT
FOR MEMORIAL DAY WEEKEND

Secretary of Transportation Brock Adams today congratulated state officials for planning increased traffic enforcement to reduce fatalities on interstate highways during the Memorial Day weekend.

Most states will coordinate their enforcement campaigns through Operation Care (Combined Accident Reduction Effort). Operation Care will be the largest traffic enforcement project ever undertaken in the United States.

Through these safety programs motorists will be made aware that state and local enforcement agencies throughout the country are trying to maintain the 55 mile-per-hour speed limit, Adams said.

In a telegram sent today to participating governors, Adams noted, "The high visibility campaign will increase the safety awareness of motorists on interstate highways ... and reduce speeds and highway deaths throughout all the regions of the nation."

Adams urged all motorists to respect the 55 mph speed limit, which he called "the most effective safety measure ever instituted. Operation Care should serve as a timely reminder."

Adams told the governors he was pleased the states, not the federal government, had initiated Operation Care which will continue during the July 4th and Labor Day holiday periods.

Despite the fact that lives can be saved and fuel conserved by the 55 mph speed limit, Adams said the number of motorists exceeding the national speed limit on interstate highways is rising and fatalities are increasing. These enforcement efforts are an excellent opportunity to deal with speeders on the interstates where the temptations to speed are the greatest, he said.

Since the national speed limit was established four years ago, the number of highway deaths has been 9,000 fewer each year than in 1973, Adams said, and 50 percent of that reduction is directly attributed to the 55 mph speed limit.

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FOR RELEASE 2:00 P.M. WEDNESDAY
May 24, 1978

DOT 76-77
Contact: William Bishop
Phone: (202) 426-4321

ADAMS ASKS SUPPORT IN FIGHT AGAINST TRUST FUND DEFICIT

Proposed spending levels for highways contained in a bill approved by the House Public Works and Transportation Committee are inflationary and will deplete the Highway Trust Fund by 1985, Secretary of Transportation Brock Adams said today.

Testifying before the House Ways and Means Committee, the Secretary requested support of a proposal by Reps. Barber Conable (R-NY) and Sam Gibbons (D-Fla.) designed to prevent Trust Fund deficits.

DOT estimates that during the period covered by the House bill (fiscal years 1979 through 1982) Highway Trust Fund revenues will not meet the \$45 billion of proposed expenditures. The Public Works Committee recommends extending the life of the Trust Fund for six years to meet the four-year costs.

Secretary Adams warned the Ways and Means Committee members, "The approach you are being asked to adopt does violence to the traditional pay-as-you-go concept of the Trust Fund. Instead, it would have us buy now and pay later.

"This is a very risky course of action," Adams said. "We have seen what happened when a similar system started in the social security trust fund and we should not use it for the federal highway program."

The Public Works Committee on May 12 reported out a combined highway-mass transit bill calling for total expenditures over four years of \$66.4 billion, with \$45 billion to be funded from the Highway Trust Fund.

For the same period, the Administration recommended highway-mass transit spending of \$47.2 billion, with \$32.9 billion to come from the Trust Fund.

Citing official Treasury Department estimates of \$36.6 billion in uncommitted funds and Trust Fund receipts for the 1979-1982 period, Secretary Adams said highway program levels in the House bill (HR 11733) will produce a shortfall of \$8.4 billion by 1982.

Adams said that the proposal to use 1984 and 1985 Trust Fund revenues to cover the \$8.4 billion deficit" means that either there will have to be a drastic reduction in highway projects authorized after 1982, or those new projects also will have to be funded from future revenues until year by year the Trust Fund is depleted by advance commitments."

From a cash flow standpoint the Trust Fund will reach a deficit position at the end of Fiscal Year 1983, the Secretary said.

"This will be the case," he explained, "because there will be \$24.5 billion in unpaid bills and only \$21.3 billion in potential revenues, assuming a six year extension of the Trust Fund through FY 1985. At this point Interstate apportionments would have to be withheld under existing law."

If the funding levels of HR 11733 are continued and no control is exercised to prevent a Trust Fund deficit, Secretary Adams said, "To put it simply, the Trust Fund would be flat out of money in 1985, leaving unpaid bills of some \$26.8 billion."

The annual \$11 billion federal-aid highway program proposed in HR 11733 is inflationary, \$3 billion more than the Administration recommends, and represents more money than the states wish to spend, the Secretary said.

Adams cited a DOT survey of the states taken in February, this year, to determine maximum obligations in 1979 for the federal-aid highway program which resulted in overall estimates ranging between \$7.6 billion and \$8.6 billion.

"I cannot see any good reason, in a time when the demands on federal spending are so intense, for the Congress to authorize more funds for a program than can realistically be spent," Secretary Adams said.

The \$11 billion Highway Trust Fund program level exceeds by almost \$3 billion the \$8.1 level established by the House Budget Committee, Adams pointed out.

The Secretary explained that the Budget Impoundment and Control Act exempts from the annual appropriations process those programs which are financed from trust funds.

"The thesis underlying this exception is that these programs are self-financing," Adams said, "and therefore the level of their expenditures is subject to internal self-discipline and do not need the discipline of the Budget Act procedures."

The House Ways and Means Committee "ought to assure that this internal discipline is a fact rather than an illusion," Adams said.

To meet the situation of federal-aid highway program levels exceeding Highway Trust Fund revenues, Secretary Adams cited three potential options:

1. To raise by 2 cents the existing 4 cents federal tax on gasoline, thus increasing Trust Fund revenues by some \$2 billion annually and offsetting the deficit projected from HR 11733 funding levels.

2. To adopt a proposal by Reps. Barber Conable and Sam Gibbons, both members of the House Ways and Means Committee, which would require a pro rata reduction of all federal-aid highway programs when anticipated Trust Fund revenues fall short of authorizations for the coming year.

3. Repeal the Highway Trust Fund.

Adams reiterated the Administration's support for the approach proposed in the Conable-Gibbons amendment. "If it becomes law," he said, "Trust Fund expenditures will be constrained by the revenues coming in, we will avoid using future revenues to fund current projects, and the integrity of the Trust Fund will be preserved."

An existing statutory control, requiring reduction of only Interstate apportionments whenever the Trust Fund is faced with a deficit," is not keyed to our present priorities," Secretary Adams said.

"Rapid completion of the Interstate System is essential, and it should not bear the brunt of reductions made necessary by excessive authorization levels," he said.

The Administration does not favor repealing the Highway Trust Fund, but Secretary Adams gave as his reason for citing that option:

"If we are not going to keep faith with the premise of the Budget Act that trust fund programs will be self-sufficient, then perhaps we should abandon the trust fund concept altogether."

As to increasing the federal gasoline tax, the Secretary cited an unsuccessful effort to take that action earlier this year as mitigating against a tax increase.

In concluding his testimony Secretary Adams asked the members of the House Ways and Means Committee to work with the Administration to reduce the funding levels in HR 11733 when it comes to the House floor and to accept the Conable-Gibbons amendment to prevent Trust Fund deficits when authorization levels outstrip revenues.

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