U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
June 5, 1979

DOT 68-79
Contact: Bill Bishop
Phone: (202)426-4321

PLANNERS CAN SOFTEN IMPACT
OF FUEL CRISIS, ADAMS SAYS

Secretary of Transportation Brock Adams today urged government planners at all levels to prepare now for the possibility of a critical fuel shortage.

Adams said that the regional administrators and directors of the department's Federal Highway and Urban Mass Transportation Administrations have been instructed to work closely with state and metropolitan planning officials in the preparation of contingency plans that could be implemented in the event of regional or national fuel emergencies.

"Because of our overdependence on a fluctuating supply of foreign oil, we should prepare now to meet the possibility of fuel shortages far greater than those now being felt in some parts of the nation," Adams said.

"In the event of a national fuel crisis," the Secretary said, "our mobility will depend greatly upon how well we have planned to collectively use the limited energy resources that may be available to us."

UMTA and FHWA regional offices are prepared to give planning assistance to operators of public transit systems and to officials responsible for meeting either local or statewide energy emergencies.

Among the specific areas that the DOT agencies recommend for planners' consideration in the event of a fuel crisis are:

- more -

STATEWIDE

Regulations to discourage travel, such as curtailment of hours for retail stores and service stations.

Encouragement of energy efficient transportation including relaxation of highway truck weight limitations and intrastate rail freight regulations.

Coordination of emergency plans for urban, suburban and rural areas.

METROPOLITAN

Encouragement of variable work hours -- flexitime, staggered hours or four-day work week -- to spread peak commuting periods and reduce number of work trips.

Greater use of high occupancy vehicle lanes on highways for exclusive use of buses, carpools and vanpools.

Provisions of park-and-ride lots to service bus transit systems and staging points for carpools and vanpools by using vacant land and parking lots at shopping centers, churches and schools.

Temporary construction of low-cost facilities such as high occupancy vehicle lanes on the shoulders of existing highways.

TRANSIT OPERATIONS

Increasing capacity of existing transit fleet by expanding peak hour service, relaxing service standards and taking advantage of variable work hour program.

Expansion of transit fleets by stockpiling replaced transit buses for future use and employing available school and charter buses.

Provision of additional maintenance commensurate with expanded and added services.

Funding of increased service through revision of fare policy and other sources of revenue.

Assuring fuel supplies by increasing storage capacity and exploring potential use of alternate fuels.

The Department of Transportation has prepared two manuals designed to give direction and assistance to emergency planning.

These are:

"Energy Considerations in Transportation Planning", which may be obtianed from Planning and Programming Branch (HHP-15), Federal Highway Administration, Washington, D.C. 20590, telephone (202) 426-1045; and

"Energy Conservation in Transportation," which may be obtained from Technology Sharing Office, U.S. Department of Transportation, Transportation Systems Center, Kendall Square, Code 151, Technology Sharing Program, Cambridge, Mass., 02142, telephone (617) 494-2486.

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U.S. Department of Transportation
news:
Office of Assistant Secretary for Governmental and Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
June 5, 1979

DOT 66-79
Contact: Howard Coan
Phone: (202) 426-4321

DOT SETS 4 HEARINGS
ON U.S. TRUCK LIMITS

The Department of Transportation will hold public hearings in four cities in July to discuss the impact of having a single national limit on truck size and weight, and the possible effects of changes in present federal truck weight limits.

Secretary of Transportation Brock Adams is carrying out last November's congressional directive to investigate the need and desirability of uniform maximum truck limits throughout the nation and report back to Congress by Jan. 15, 1981.

Currently, three states -- Michigan, Louisana and New Mexico -- are above the overall federal weight ceiling of 80,000 pounds for trucks using interstate highways, and 12 states and the District of Columbia have limits below that level.

Under a 1974 federal law, states are permitted to retain the higher limits in effect before the act's passage, or to set lower weight limits.

The federal maximum width for trucks on interstate highways is eight feet, but no restriction is placed on length.

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The public hearings will be in Chicago, Newark, N.J.; Greensboro, N.C., and Oakland, Calif., DOT announced in a notice in today's Federal Register.

The hearings are part of a two-year DOT study, announced last May 1, to determine whether varying federal and state limits on truck size and weight have an effect on the environment, road and bridge surfaces, drivers of other vehicles, energy use and competing rail, barge and air freight carriers.

A number of alternatives will be developed for state truck size and weight limits, which will be above, below or equal to the federal limits.

Under the 1974 law, trucks using interstate highways are restricted to 20,000 pounds for a single axle, 34,000 pounds for a tandem axle and 80,000 pounds overall weight.

Michigan sets a 148,000-pound limit for trucks having a sufficient number of axles to carry that weight. New Mexico has an 86,400-pound limit and Louisiana an 83,400-pound restriction.

The 12 states under the 80,000-pound federal limitation are Arkansas, Connecticut, Illinois, Indiana, Iowa, Maryland, Mississippi, Missouri, Montana, Nebraska, Pennsylvania and Tennessee. The maximum limit for 10 of the 12 states and the District of Columbia is 73,280 pounds, which was the federal rule from 1956 to 1974. The two exceptions are Montana with a ceiling of 76,800 pounds and Connecticut at 73,000 pounds.

Restrictions also are placed by states on the width, length and weight of the trucks operating on non-interstate highways and roads within their borders. Nineteen states, for example, do not permit the operation of 65-foot-long, double-trailer combinations or have overall length limits which prevent their use.

Last August, Secretary Adams set up a department committee to study truck size and weight issues.

The DOT hearings are scheduled for July 13 in Chicago at the Conrad Hilton Hotel; July 17, Newark at the Hilton Gateway Hotel; July 24, Greensboro at the Holiday Inn Four Seasons; and July 31, Oakland at the Claremont Resort Hotel. All hearings begin at 9 a.m.

Requests to speak should arrive at least 10 working days before the hearing date at the Office of Intermodal Transportation, P-10, Room 9216, Department of Transportation, 400 Seventh St., S.W., Washington, D.C. 20590.

An open file also has been set up in the Office of Intermodal Transportation until Oct. 31, 1980, to receive written information pertinent to the study.

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U.S. Department of Transportation
news:
Office of Assistant Secretary for Governmental and Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
June 19, 1979

DOT 70-79
Contact: Howard Coan
Phone: (202) 426-4321

DOT BACKS SUMMER BUS SERVICE PLAN

The Department of Transportation has urged the Interstate Commerce Commission to approve a proposal by Trailways, Inc. that would allow bus companies to increase interstate service this summer.

Under the proposal, existing bus companies would be granted temporary authority to provide daily interstate service over certain routes for 90 days or less. The carriers would expand their service by using existing unfilled seats.

The plan will help to reduce possible gasoline shortages during the summer vacation season and minimize the effects of such shortages on travelers and the tourist industry, said Linda Heller Kamm, DOT General Counsel. "Buses are more energy efficient than other modes of passenger transportation", she noted.

In a filing with the ICC, Kamm pointed out that the expanded rights would be for a limited period and would not include any permission to abandon existing service.

DOT also asked the ICC to give rapid consideration to innovative proposals for pricing and service options, which bus companies may want to offer for the duration of the temporary authority.

"This could assist in realizing even more of the energy-saving potential inherent in the proposal," Kamm added.

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U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
June 21, 1979

DOT 71-79
Contact: William Bishop
Phone: (202) 426-4321

ADAMS EXTENDS LIMITATION
ON PUGET SOUND OIL TANKERS

Secretary of Transportation Brock Adams announced today a further indefinite extension of the interim rule that bans oil tankers over 125,000 dead-weight tons from Puget Sound.

In approving a June 1 recommendation of the Coast Guard Commandant, the Secretary said extension of the interim rule that was scheduled to expire on June 30 is necessary to give the Coast Guard sufficient time to draft permanent regulations for the operation of oil tankers in the Puget Sound area of western Washington State. The new extension has no expiration date and will continue until revoked.

The final Coast Guard regulations, on which public hearings were concluded last week, will cover the entire scope of tanker operations in the Puget Sound area in order to arrive at the best solution for protection against environmental harm resulting from vessel or structure damage, destruction or loss.

The Puget Sound Interim Navigation Rule was originally issued on March 14, 1978, and was extended on August 31, 1978, to June 30, 1979.

"I had shared the wish of many others that the complex issues involved in the regulation of Puget Sound shipping could be resolved expeditiously and a final rule issued by July 1," Adams said.

"However," he said, "it has become apparent that meeting such a deadline could only be accomplished with incomplete consideration of the complex environmental and operational questions that must be fully addressed in formulating a final rule."

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U.S. Department of Transportation
news:
Office of Assistant Secretary for Governmental and Public Affairs
Washington, D.C. 20590

FOR RELEASE 12:00 NOON EDT
Friday, June 22, 1979

DOT 72-79
Contact: William W. Bishop
Phone: (202) 426-4321

TRUCKING DEREGULATION WILL REDUCE FUEL WASTE SECRETARY ADAMS SAYS

Over-regulation of the trucking industry wastes scarce and expensive fuel and adds to inflation, Secretary of Transportation Brock Adams said today.

Speaking at a White House Conference on Small Business in King of Prussia, Pa., near Philadelphia, Adams urged support of the Carter Administration bill to reform trucking regulation.

The Secretary pointed out that nearly half of all trucking authority is good for trips in only one direction, many times forcing truckers to return empty.

"Such restrictions may have made sense in 1935 when diesel fuel sold for a few pennies a gallon, but they make no sense in 1979 with diesel fuel in short supply at 85 cents a gallon," Adams said.

Legislation sent to Congress yesterday by President Carter -- the Trucking Competition and Safety Improvement Act -- will reduce inefficiency in the trucking industry by placing reliance on competition, the Secretary said. The Act will make it easier for new companies to enter the business and will take the government out of trucking management's financial and operational decisions.

There is "little logic" to current regulations, Adams stated.

"It costs $81 to ship 2,000 pounds of labels from New York to Baltimore," he noted. "But if the labels are 'embossed,' the cost is $119."

Commenting on the gasoline situation, Adams pointed out that oil producing countries have reduced imports and "oil price and production controls are in the hands of the OPEC cartel."

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One of the long-range steps being taken by the Carter Administration, he said, is a new cooperative research program by the government and the auto industry to develop the "car of the future."

The basic research effort will seek a breakthrough in engines, fuels and lightweight materials so that by the 1990's Americans will have "personal mobility -- regardless of oil supplies or prices."

Secretary Adams told the audience that small businesses play a large role in the Department of Transportation's procurement program.

He noted that Philadelphia-area minority-owned firms have been awarded nearly $18 million in contracts so far this year on the Northeast Corridor improvement project (between Washington and Boston) and on Conrail assistance programs.

For DOT operations overall, Adams said $461 million in procurement contracts last year went to small businesses, with $112 million of that amount going to minority firms.

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U. S. Department of Transportation
news:
Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
June 22, 1979

DOT 73-79

Contact: Carolyn DuBose
Phone: (202) 426-4321

TRANSPORTATION PLANNING FOR ENERGY EMERGENCIES TOPIC OF WORKSHOPS

Workshops on transportation contingency planning for energy emergencies will be held in July, the U.S. Department of Transportation announced today.

The five workshops will be in Dallas-Fort Worth, Los Angeles, Seattle, Memphis and Washington, D.C.

Sponsors of the sessions include the department's Urban Mass Transportation and Federal Highway Administrations in cooperation with the American Public Transit Association, the National Association of Regional Councils and local planning and transit operating agencies.

Transportation Secretary Brock Adams, in an earlier call for transportation contingency planning, said that in the event of a national fuel crisis, "Our mobility will depend greatly upon how well we have planned to collectively use the limited energy resources that may be available to us."

The workshops will be conducted by local agencies that have developed plans for their cities. The work sessions will center their discussion around how other localities can develop their own plans.

The workshop schedule is:

DALLAS-FORT WORTH, July 9, 1979. Location: Dallas-Fort Worth Airport Marina Hotel. (Local contact and host agency: Anne Rose, North Central Texas Council of Governments, P. O. Drawer COG, Arlington, TX 76011, (817)640-3300).

- more -

- LOS ANGELES, July 11, 1979. Location: Southern California Rapid Transit District Headquarters board room. (Local contact and host agency: Pat Van Matre, SCRTD, 425 S. Main Street, Los Angeles, CA 90013, (213)972-6443).

- SEATTLE, July 12, 1979. Location: Olympic Hotel. (Local contact and host agency: Debbi Duffy, Puget Sound Council of Governments, 216 First Avenue South, Seattle, WA 98104, (206)464-7524).

- MEMPHIS, July 17, 1979. Location: Hyatt Regency Hotel. (Local contact and host agency: Kerry Roby, Memphis Area Transit Authority, 701 N. Main Street, Memphis, TN 38101, (901)528-2893).

- WASHINGTON, D.C., July 20, 1979. Location: Marvin Center Ballroom, George Washington University, 800 21st St., N.W. (Local contact and host agency: John McLain, Metropolitan Washington Council of Governments, 1225 Connecticut Ave., N.W., Washington, D.C. 20036, (202)223-6800 ext. 205).

A DOT report -- "Transportation Energy Contingency Planning: Local Experiences" -- summarizes energy contingency plans in Dallas-Fort Worth, Los Angeles, Seattle, Memphis, Washington, D.C. and Minneapolis-St. Paul.

The report contains excerpts from completed plans and is designed to present a broad spectrum of possible approaches to contingency planning. It is available without charge by sending a self-addressed label to: U.S. Department of Transportation, Technology Sharing Program, I-25, 400 Seventh Street, S.W., Washington, D.C. 20590, (202) 426-2271.

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U.S. Department of Transportation news:

Office of Assistant Secretary for Governmental and Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
June 25, 1979

DOT R-18-79
Contact: Beverly Silverberg
Phone: (202)426-2144

SECRETARY ADAMS TO VISIT
RAIL CONSTRUCTION SITE

Secretary of Transportation Brock Adams, Amtrak President Alan Boyd and the other members of the Amtrak Board will inspect the site of the automated Track Laying System on Wednesday, June 27 near Attleboro, Mass.

The TLS consists of a series of machines that can totally renew a railroad roadbed from its crushed stone foundation to the alignment of the rail. The giant P-811 track laying machine, the first of its kind in the U.S., simultaneously replaces old rail and wood crossties with continuous welded rail and concrete ties.

"The Track Laying System is playing an important part in meeting our schedule for improvements to the railroad tracks between Boston and Washington known as the Northeast Corridor," Adams said.

"Once the Corridor track is upgraded and high-speed trains travel along its electrified path, we expect to provide reliable, energy-efficient rail service for millions of people."

"The Carter Administration is committed to quality rail service where it is economical and energy-wise. In this densely populated urban area, rail passenger travel meets that criteria," the Secretary said.

Plans call for using the TLS to install a total of 400 miles of concrete ties along the Corridor. Since the 1979 track program began on April 2, Amtrak crews have installed more than 30 miles of concrete ties and continuous welded rail in Massachusetts and Rhode Island.

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The Northeast Corridor Improvement Program was established by Congress in 1976 as part of the Railroad Revitalization and Regulatory Reform Act. The Secretary has asked Congress to increase Northeast Corridor funding to $2.5 billion from its current authorization of $1.75 billion.

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Note to Editors:
A special train will leave Boston, South Station at 12:15 p.m., June 27 following an Amtrak Board Meeting at the Embassy Room of the Colonnade Hotel in Boston. For reservation information, please contact Sue Stevens, Amtrak (202) 383-3868.

U. S. Department of Transportation
news:
Office of Assistant Secretary for Governmental and Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
June 25, 1979

DOT 74-79
Contact: Jerry Clingerman
Phone: (202) 426-4321

DOT SEEKS COMMENT ON BICYCLE STUDY

The Department of Transportation is seeking public comment on bicycling as an energy conservation measure in transportation.

The comments will contribute to a study required by the National Energy Conservation Policy Act of 1978 to investigate bicycle transportation for energy conservation.

The study will assess the potential of bicycling to conserve energy, identify obstacles to bicycle use and develop a comprehensive program for increasing bicycle use for transportation.

Comments must be submitted by August 1, 1979. They should refer to the Bicycle Transportation for Energy Conservation Study and be submitted to:

Director
Office of Environment and Safety, P-20
U. S. Department of Transportation
Washington, D.C. 20590

Interested parties are asked to identify and describe:

- o Data or studies related to current bicycle use;
- o Problems with, or limitations of, current public programs related to bicycle use;
- o Obstacles to increased bicycle use;
- o Methods for increasing bicycle use;
- o Programs which enhance or encourage bicycle use;
- o Research, development and demonstration needs related to bicycle use;
- o Technical assistance needs.

- more -

The contract for the study has been awarded jointly to Mountain Bicyclist Association and Thorne Ecological Institute of Denver and Boulder, Colo., respectively.

A report of the study, to be presented to the President and the Congress, is due by Nov. 9, 1979.

Persons seeking further information should contact Bill Wilkinson, Office of Environment and Safety, P-20, Department of Transportation, Washington, D.C. 20590; telephone (202) 426-4414.

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news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
June 26, 1979

DOT 75-79
Contact: Clyde Linsley
Phone: (202) 426-2147

TRUCK REGULATIONS "DEFY ALL LOGIC,"
SECRETARY ADAMS TELLS SENATE PANEL

Economic regulations imposed on truckers defy all rules of logic, Secretary of Transportation Brock Adams said today.

Supporting the Administration proposed trucking reform legislation in testimony before the Senate Committee on Commerce, Science and Transportation, Adams cited these examples:

- The transportation of butchered beef is subject to Interstate Commerce Commission regulation, but cut-up chicken is not.

- A trucker may be permitted to haul heavy machinery if uncrated, but prohibited from hauling it when crated.

- Another carrier is authorized to haul glass containers, but only if their capacity is less than one gallon.

- A midwestern general commodity hauler is permitted to haul goods between Omaha and Denver, but only by way of Cheyenne, Wyoming, thus adding some 360 miles to his trip.

- Unregulated agricultural truckers can carry grain from farm to market, but cannot haul animal feed back to the farm, thus running the risk of returning empty.

These and other unnecessarily burdensome regulations would be removed by the Carter Administration's proposed legislation, The Trucking Competition and Safety Act of 1979, Secretary Adams said.

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Adams said the nation would benefit from the Administration's truck regulatory reform program.

"Truckers will benefit from increased flexibility to respond to the demands of the marketplace, shippers and consumers will benefit from improved service and lower prices, and we will all benefit from improvements in the efficiency of our freight transportation system," he said. "Our fuel efficiency will be greater, our economy will be sounder, our highways will be safer."

The legislation would:

1. Change the "ambiguous" policy under which the Interstate Commerce Commission works in order to emphasize greater competition, improved safety and increased service to small towns.

2. Remove most of the energy-wasting route and commodity restrictions under which truckers now operate, including those that now require them to travel empty on their return trips or that prohibit them from making intermediate stops enroute to their destinations.

3. Encourage new entrants to enter the trucking business by requiring opponents of new applicants to prove that the applications are not in the public interest, rather than burdening applicants with the requirement to prove that they are.

4. Encourage greater price competition among truckers by permitting truckers to raise or lower their rates within a specified zone without ICC approval and by eliminating the special antitrust exemption that permits truckers to engage in collective rate-making. The legislation would permit truckers to lower rates 20 percent a year or raise them five percent a year for the first two years after enactment. Afterward, rates could be raised seven percent a year or lowered to any level that covered a trucker's costs.

5. Broaden the exemption from regulation that now applies to farm products, in order to permit unregulated agricultural truckers to carry regulated freight to small communities on their backhauls, thus saving energy that is now wasted. The bill also deregulates shipments of 500 pounds or less.

6. Provide stricter merger standards for regulated truckers.

The proposed legislation also contains provisions for establishing a state grant program to strengthen enforcement of truck safety regulations on the nation's highways.

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