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

FOR RELEASE TUESDAY
December 4, 1979

DOT 120-79
Contact: Bob Marx
Phone: (202) 426-2147

TASK FORCE RECOMMENDS
FUEL PRIORITY
FOR RIDESHARING

President Carter's National Task Force on Ridesharing has recommended that carpools and vanpools be given priority fuel allocations in times of shortages.

The task force, holding its first meeting in Washington Monday, is seeking incentives to get people to "double up" and save energy when using cars and other motor vehicles.

Transportation Secretary Neil Goldschmidt challenged the task force to develop a comprehensive, coordinated program for promoting and establishing ridesharing programs across the nation in both the public and private sectors.

"This effort is a vital part of President Carter's energy program in terms of national security, the strength of the dollar and the balance of payments deficit," Goldschmidt said.

"The potential savings in gasoline from increased ridesharing are impressive. If we could just increase the average occupancy of cars traveling to work to two persons per car we would manage to save an additional 300,000 barrels of oil a day," he pointed out.

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"Not only would we be helping to ease the nation's energy shortfall, but the immediate benefits in terms of reduced congestion in our cities and less auto-related pollution would be substantial," the Secretary said.

The task force, chaired by Los Angeles Mayor Tom Bradley, was announced by President Carter on Oct. 25 in New Brunswick, N.J. Its members are representatives of government, industry and civic organizations that have been involved in establishing ridesharing programs on the local level in recent years.

The 18-member task force has identified five primary areas of concern in which it plans to concentrate its efforts in coming weeks.

These are:

* The development of information channels and marketing strategies aimed at increasing support for ridesharing initiatves among high-level personnel in the public and private sectors.

* Investigating insurance options and benefits for ridesharing program participants.

* Identifying existing public and private funding for ridesharing programs and vehicles, and finding ways to make these funds more readily available to eligible ridesharing operations.

* Identifying and seeking ways to eliminate institutional barriers, such as work schedules, that discourage ridesharing.

* Clarifying and expanding incentives to ridesharing, such as tax credits, fuel supplies and preferential use of highway and parking facilities by ridesharers.

These areas will be studied by small groups of task force members and will be discussed at the next full task force meeting scheduled for mid-February.

In addition to its recommendation yesterday that carpools and vanpools be given priority fuel allocations in times of shortages, the task force also supported the need for ridesharing coordinators or task forces in the states to address these concerns on the local level.

Roy Coughlin of the Southern New England Telephone Company has been elected vice-chairman.

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Serving with Mayor Bradley and Coughlin are: Gov. Ella T. Grasso of Connecticut, Hartford, Conn.; Jack Derby, Statewide Ridesharing Coordinator, California Department of Transportation, Sacremento, Calif.; Dale W. Luehring, General Manager, Golden Gate Bridge and Transit District, San Rafael, Calif.; Councilwomen Jeannette Williams, Seattle, Wash.; and Clarence Shallbetter, Project Director, Public Service Options, Inc., Minneapolis, Minn.

Also, Thomas W. Bradshaw, Jr., Secretary, North Carolina Department of Transportation, Raleigh, N.C.; Louis R. Nickinello, House of Representatives, Boston, Mass.; T. F. Bradshaw, President, Atlantic Richfield Co., Los Angeles, Calif.; Robert D. Kilpatrick, President, Connecticut General Life Insurance Co., Bloomfield, Conn.; and Jim Lowe, Manager of Employee Services, IBM, Armonk, N.Y.

Also, David J. Sherwood, President, Prudential Insurance Company of America, Newark, N.J.; Stan Stokey, Supervisor of Commuter Pooling Section, Tennessee Valley Authority, Knoxville, Tenn.; Richard Somerville, Transportation Program Coordinator, Texas Medical Center, Houston, Texas; Ray Herzog, Chairman, 3M Company, St. Paul, Minn.; Richard H. Erickson, Manager of Safety, Health and Security, Hallmark Cards, Inc., Kansas City, Mo.; and John A. Mahony, Manager of Office Services, Smith Kline Corp., Philadelphia, Pa.

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FOR RELEASE MONDAY
December 17, 1979

DOT 124-79
Contact: Ed O'Hara
Phone: (202) 426-4321

DOT ALLOCATES 1981
INTERSTATE HIGHWAY
FUNDS TO STATES

Secretary of Transportation Neil Goldschmidt today announced the apportionment to the states of $3.5 billion in fiscal 1981 Interstate Highway System funds.

Effective today, the states are authorized to obligate Interstate system funds for 1981, the Secretary said.

The states normally would have had such funds available last October 1, but the necessary legislation was delayed.

The apportionment of $3,519,979,361 to the states, the District of Columbia and Puerto Rico is based on the 1979 Interstate System cost estimates contained in the legislation which was signed Dec. 13 by President Carter.

The law establishes formulas for the apportionment of funds authorized for fiscal 1981 and 1982 for the Interstate System.

During the 1979 fiscal year, the states obligated a record-level $8.5 billion for all highway construction programs, Secretary Goldschmidt said.

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New provisions in DOT's legislation calling for accelerated completion of remaining gaps in the Interstate System and substantially increased funds for bridge replacement were major factors in the record level of 1979 obligations, Goldschmidt said.

The Secretary said he expects that during fiscal 1980 the states will obligate funds for all highway programs up to the statutory limit of $8.75 billion.

It will cost an estimated $42.4 billion to complete construction of the Interstate System, according to DOT's revised estimates.

The new figure reflects an increase in the total cost of $8.5 billion since the previous estimate was prepared two years ago. This will bring the total Interstate System cost to $112.9 billion.

The new cost estimate was prepared by DOT's Federal Highway Administration based on reports from the states for the purpose of distributing Interstate funds according to the needs of the states.

DOT said the increased cost was due mainly to inflation but cited emphasis on social considerations, the upgrading of roadway and bridge design and improved safety features as other factors.

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPORTIONMENT OF INTERSTATE SYSTEM FUNDS
AUTHORIZED BY THE FEDERAL-AID HIGHWAY ACT OF 1978
FOR THE FISCAL YEAR 1981

STATE	AMOUNT
ALABAMA	71,465,079
ALASKA	17,064,250
ARIZONA	55,015,142
ARKANSAS	18,122,233
CALIFORNIA	299,545,844
COLORADO	53,342,845
CONNECTICUT	92,181,078
DELAWARE	17,064,250
FLORIDA	164,499,370
GEORGIA	135,592,530
HAWAII	69,110,212
IDAHO	17,064,250
ILLINOIS	41,261,356
INDIANA	50,271,280
IOWA	44,367,050
KANSAS	31,193,449
KENTUCKY	63,956,809
LOUISIANA	113,613,776
MAINE	17,064,250
MARYLAND	175,283,976
MASSACHUSETTS	86,003,820
MICHIGAN	85,594,278
MINNESOTA	67,437,916
MISSISSIPPI	25,289,218
MISSOURI	61,670,199
MONTANA	26,551,973
NEBRASKA	17,064,250
NEVADA	30,681,522
NEW HAMPSHIRE	17,064,250
NEW JERSEY	95,491,543
NEW MEXICO	50,476,052
NEW YORK	152,588,524
NORTH CAROLINA	65,526,720
NORTH DAKOTA	17,064,250
OHIO	75,901,784
OKLAHOMA	20,340,586
OREGON	43,138,424
PENNSYLVANIA	188,286,935
RHODE ISLAND	43,172,553
SOUTH CAROLINA	45,425,034
SOUTH DAKOTA	17,064,250
TENNESSEE	76,208,941
TEXAS	164,158,085
UTAH	54,878,628
VERMONT	17,064,250
VIRGINIA	124,330,126
WASHINGTON	130,951,055
WEST VIRGINIA	71,874,621
WISCONSIN	27,712,342
WYOMING	28,667,940
DIST. OF COL.	45,220,263
PUERTO RICO	
TOTAL	3,519,979,361

U.S. Department of Transportation

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FOR IMMEDIATE RELEASE
December 18, 1979

DOT 126-79
Contact: Dennis Deuschl
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DOT ALLOWS CANADIAN VESSELS
NOT COMPLYING WITH PROCEDURES
TO EXIT THE ST. LAWRENCE SEAWAY

Secretary of Transportation Neil Goldschmidt today announced that in response to a request from Canadian Transport Minister Donald Mazankowski, the United States has agreed to allow a number of outbound Canadian lake vessels to transit the St. Lawrence Seaway despite the fact that these vessels did not comply with the established 1979 Seaway closing procedures.

Under the agreement, however, the Canadian vessels must meet several conditions which include the payment of the same operational surcharges assessed late-departing vessels ($80,000), and the clearance of the two U.S. locks near Massena, N.Y., prior to their closing for maintenance on December 22. Such transits still will depend on continued favorable weather conditions.

The Secretary said that the Department agreed to let the Canadian vessels pass because Canada had indicated that the movement of their export grain cargoes was important to that nation's economy and because of Canada's past cooperation. In October, Canada acceded to a U.S. request to delay the 1979 Seaway closing by three days, from midnight December 15 to midnight December 18. That was done to help reduce a serious backlog of export grain from U.S. Great Lakes ports.

The Canadian vessels entered the Seaway upbound after December 4 -- the deadline for inbound vessels proceeding to destinations above the Welland Canal and desiring to transit outbound through the system this year. The Welland is the navigational link between Lakes Erie and Ontario.

Secretary Goldschmidt said that it was only because of this year's unique circumstances, including unusually mild weather, that the Department could agree to the Canadian request. He warned that this year's action should not be regarded as setting a precedent for future Seaway closings.

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FOR RELEASE 11:00 A.M.
Wednesday, December 19, 1979

DOT 125-79
Contact: William Bishop
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GOLDSCHMIDT ANNOUNCES EXPERT PANEL WILL ASSESS FAA SAFETY PROCEDURES

Secretary of Transportation Neil Goldschmidt said today he has asked the National Academy of Sciences to appoint a panel of experts to evaluate the way the Federal Aviation Administration regulates the safety of aircraft design, production and maintenance.

At a press conference with Dr. Philip Handler, President of the Academy, Goldschmidt said the panel will determine the strengths and weaknesses of the FAA procedures and recommend improvements where needed.

Dr. Handler announced that George Low, president of Rensselaer Polytechnical Institute and former director of NASA's Appollo space program, will chair the panel of experts.

Goldschmidt said the independent analysis was being commissioned for two reasons--first, to assure a high degree of safety in air travel and, secondly, to assure the integrity of U.S.-made aircraft and parts in international commerce.

Citing the records set in 1978 by U.S. airlines for the most miles flown with the least number of accidents as testimony to the high quality of existing FAA standards, Goldschmidt said:

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"This record notwithstanding, FAA Administrator Langhorne Bond and I feel that the time is right for a thorough, independent, qualified review conducted by outside experts to examine our certification system with trained eyes.

"We want to be able to assure the flying public that our procedures are sound and we want to improve them where improvements are warranted."

Questions about aircraft design and maintenance procedures used by airlines were raised this year following the fatal DC-10 crash in Chicago and other airline incidents.

In explaining the importance of the U.S. aviation industry in international commerce, the Secretary said that the sales of aircraft and parts is second only to agriculture in contributing to the nation's balance of payments in international trade.

"We must guarantee buyers that this country produces the safest, most airworthy equipment in the world," Goldschmidt said.

The contract specifies that the Academy will "evaluate the quality of the process by which design, production and maintenance of aircraft are certified and the quality of the process by which technical standards, once adopted, are enforced, improved and adapted to changing circumstances."

The panel is not required to review the certification process as it applies to general aviation and aircraft lighter than 12,500 pounds.

A final report is to be submitted by June 30, 1980.

In regard to type (design) and production certification, the panel will review and consider existing procedures for:

* Setting standards and regulations and assessing their continuing validity.

* Demonstrating and reviewing compliance.

* Developing and approving subsequent changes.

* Reporting and reviewing accidents and other safety-related occurrences.

* Monitoring the quality control practices of manufacturing companies and their subcontractors.

In the area of maintenance certification, the panel will perform an evaluation similar to those for type and production certification. It will pay particular attention to:

* The process by which rules and standards governing maintenance, preventive maintenance and aircraft modifications are initially adopted.

* The procedures by which subsequent changes to a maintenance program are formulated and adopted.

* The procedures for review of reports concerning service difficulties, equipment failures and other malfunctions and defects.

* The monitoring of established maintenance programs.

* The issuance, dissemination and review of service bulletins and airworthiness directives.

* The speed and accuracy with which deficiencies are discovered and corrected.

A broader responsibility charges the panel with evaluating the policies and assumptions by which decision-making authority is delegated both within the FAA and to outside companies. In that evaluation the experts will review the selection, use and supervision of representatives designated by manufacturers as a part of the certification process.

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