



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-1

Broadcast: Wednesday, January 2, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, January 2, has cuts of Secretary of Transportation Claude Brinegar from a White House briefing today on legislation signed by President Nixon. The first two cuts deal with the Northeast Rail Act which is designed to restructure and refinance several bankrupt rail lines, including the Penn Central, that serve the northeast and midwest sections of the country.

SECRETARY BRINEGAR: "It is my hope that the Act marks the beginning of a rail 'turnaround' -- the beginning of a new era of growth for this vital link in our National transportation system.

"I wish to stress that I view this Act not as a step toward nationalization, but rather as a step away from it."

"The thrust of this bill is to protect and improve the freight service that serves these seventeen States that deal in the Midwest and in the Northeast. It's largely aimed at keeping this vital freight service going in a way that the private sector can handle it. We've got a mess on our hands in the Northeast; the area's over-built, the regulatory processes have kept it from being adjusted as the years have gone by, we've got bankruptcies. So we've got to work that out. Out of that will come, I think a healthy freight system, in time, to protect the private sector rail freight system. And then, I think, better ability to handle the Northeast Corridor as a good quality passenger service."

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The following cut deals with an energy-conservation inspired law signed by the President. It encourages State governments to set maximum highway speed limits of 55 miles an hour. The Department can withhold Federal Air Highway Funds from states which do comply.

SECRETARY BRINEGAR: "If vehicle miles that are now in the 70's are held down to 55, we see savings in total in the order of 200,000 barrels a day of gasoline, and this is the main thrust of the bill. I think that this is an important way to save fuel. And I might note it's also an important way to save lives. You people may have noticed that over the New Year's weekend, the early reports indicate that there were only about 400 people killed in traffic accidents which is about as low as I can find in the record for a four day weekend."

(NOTE: Only the first and third cuts were used on the National Lines. All cuts were used on the Local Lines.)

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
January 3, 1974

DOT-01-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced the inauguration of a nationwide effort to promote the use of carpools for the daily work trip.

"Carpooling is a means immediately available to cope with the gasoline shortage without severely restricting urban mobility," Secretary Brinegar said. "As a matter of national energy conservation policy, Americans must be persuaded to give up single passenger commuter travel wherever possible and use mass transit or carpools."

"If the Nation could increase auto occupancy for urban work trips from the present average of 1.6 persons per auto to just 2.0 persons," the Secretary said, "we could save 5 billion gallons of gasoline a year."

The Department of Transportation, through the joint efforts of the Urban Mass Transportation Administration and the Federal Highway Administration, is preparing to promote, encourage and facilitate the use of carpools in every urbanized area in the country.

Secretary Brinegar noted that the Emergency Highway Energy Conservation Act, signed yesterday by President Nixon, makes Federal-aid highway funds available to finance carpool demonstration organizing programs in the urban areas. Among other things, Federal funds can pay 90 percent of the cost of "systems for locating potential riders and informing them of carpool opportunities."

The Department's plans were disclosed at a meeting with representatives of the transportation industry, highway user organizations, and State and local government groups.

A key tool to assist the organization of carpools by governmental units, institutions and employers is a computer matching program developed by the Federal Highway Administration. This program permits the rapid match-up of prospective carpools according to place of residence, place of work and working hours.

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Secretary Brinegar noted that interest in the promotion of carpools has grown rapidly as the energy crisis has developed. Since President Nixon's energy statement on November 7, FHWA had received more than 3,000 requests for information about its computerized carpool matching program. The program is now in operation in over 100 locations.

"It is most encouraging to know that many public-spirited organizations, as well as industry and State and local governments, are taking an active part in this vital effort to save fuel," Secretary Brinegar said.

The Secretary has directed UMTA Administrator Frank C. Herringer and FHWA Administrator Norbert T. Tiemann to give full cooperation to those responsible for promoting carpools and organizing local carpool matching programs.

Additionally, Administrator Tiemann has directed that priority handling be given to highway program activities which benefit carpools, such as establishment of special freeway lanes for carpool use.

To provide technical assistance to carpool organizers, FHWA and UMTA will conduct a series of regional training seminars for field personnel of the two agencies and for State government employees.

The objective of the program is to have computer matching programs available in each of the Nation's 256 urbanized areas of 50,000 or more population by May 1, 1974.

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Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-2

Broadcast: Thursday, January 3, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, January 3, has two cuts of Secretary of Transportation Claude Brinegar, on a nationwide carpooling program. Each follows a lead-in.

The U.S. Department of Transportation has stepped up its nationwide effort to promote the use of carpools. At a meeting with officials from the transportation industry and organizations as well as State and local government groups, today, Secretary of Transportation Claude Brinegar pointed out the advantages of carpooling programs.

SECRETARY BRINEGAR: "Carpools can be done quickly, and, to the public purse, they can be done cheaply. There are perhaps 35 to 40 million single automobiles being used to drive to work in our nation, and of those 35 to 40 million -- whatever the number is -- average occupancy like 1.3 -- we obviously have available to us right now (something) like a hundred million empty seats."

Secretary Brinegar also noted that the alternative to successful programs to beat the energy crisis may be gasoline rationing.

SECRETARY BRINEGAR: "If we don't get automobile usage into a more effective stage, if we don't somehow solve our energy crisis by the cooperative side of it, by getting people to share their cars, we can, in fact, be faced with the absolute necessity for something truly terrible -- and that is putting the nation on a coupon rationing system. I think a successful carpooling program can be the key to avoiding it."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-3

Broadcast: Friday, January 4, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, January 4, has an actuality on a new tire information regulation for consumers and a hold-for-release story involving a grant for the Washington area. First, the actuality, with a lead-in.

The Department of Transportation has announced a new Consumer Information Regulation designed to help the American motorist buy the best possible tires for his car. The Department's Director of Consumer Affairs, Ann Uccello, explained the rule:

ANN UCCELLO: "The new regulation, issued by the National Highway Traffic Safety Administration, will require tire manufacturers and brand name owners to grade and label their products in the areas of treadwear, traction, and high speed performance. This will affect highway passenger car tires for use on 13, 14 and 15-inch rims. The regulation specifies that tire grading information be furnished to prospective purchasers of tires and new passenger cars. The effective date is September 1, 1974."

The following item -- dealing with a grant to the Metropolitan Washington Council of Governments -- is for release on Sunday, January 6.

"The Urban Mass Transportation Administration is making a \$1.3 million grant to the Metropolitan Washington Council of Governments to support the transit related elements of the area's Unified Work Program for the '74 fiscal year. The program involves such METRO activities as: an analysis of the impact of the system on public safety needs, evaluation of rail and busway additions, and the preparation of a bus operations plan for 1976."

(NOTE: This material was carried on the local lines -- those serving the Washington metropolitan area -- while the consumer advisory was the only item on the national lines.)

This has been the Transportation New Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT R-01-74
Phone: (202) 426-4321

Kansas City, Missouri, will be the site of the next consumer hearing to be held by the Department of Transportation, Secretary of Transportation Claude S. Brinegar announced today.

Miss Ann Uccello, Director of the Department of Transportation's Consumer Affairs Office, will be in Kansas City on January 15 to conduct two consumer hearings.

"I believe that community involvement and the views of the individual consumer are essential to the decision-making process," Secretary Brinegar said. "These hearings are designed to find out what concerns transportation users throughout the nation."

The first hearing, co-sponsored by the Student Government Association of Rockhurst College and the Mid America Regional Council, will be held at 11:30 a.m. in Massman Hall, Student Union Building of Rockhurst College, 5225 Troost Avenue, Kansas City.

The second hearing, sponsored by the Mid America Regional Council, will be held at 7:30 p.m. in the Auditorium of the All-Souls Unitarian Church, 4500 Warwick Boulevard, Kansas City.

"I urge all students, citizens, and transportation users in all walks of life to participate in these informal hearings," Miss Uccello said. "We in the Department are interested in your thoughts and suggestions about the transportation services available to you. For your convenience, we have scheduled hearings in morning and evening. We welcome both prepared and spontaneous presentations."

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The Department of Transportation invites comments on all aspects of transportation including:

- Auto repairs -- their cost and reliability,
- Mass transportation,
- Transportation-related air and noise pollution,
- Costs relating to transportation,
- Transportation for the aged, handicapped, young and disadvantaged,
- Transportation safety,
- The bicycle as a transportation mode, and
- Pedestrian safety.

Missouri is the eighteenth state to be visited by the Office of Consumer Affairs. Hearings were held in Tennessee, Pennsylvania, Texas, Louisiana, Ohio, Georgia, North Carolina, New York, Colorado, Oregon, Washington, Indiana, Minnesota, North Dakota, Montana, Rhode Island, and Vermont.

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010474



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT R-02-74
Phone: (202) 426-4321

East St. Louis, Illinois, and St. Louis, Missouri, will be the sites of consumer hearings to be held by the Department of Transportation, Secretary of Transportation Claude S. Brinegar announced today.

Miss Ann Uccello, Director of the Department's Consumer Affairs Office, will be in East St. Louis, Illinois, on January 16 and in St. Louis, Missouri, on January 17, 1974. She will conduct two hearings in each city.

"I believe that community involvement and the views of the individual consumer are essential to the decision-making process," Secretary Brinegar said. "These hearings are designed to find out what concerns transportation users throughout the nation."

On January 16, 1974, the first hearing in East St. Louis will be held at Forest Park Community College, Auditorium T-203, Theatre Building at 1 p.m. It will be co-sponsored by the Federal Executive Board and the Division of Social Services of Forest Park Community College.

The evening hearing, co-sponsored by the Federal Executive Board and Mayor James E. Williams, Sr., will be held at the City Hall in East St. Louis at 7:30 p.m.

On January 17, 1974, the first St. Louis hearing will be held at 1 p.m. in the Kelly Auditorium of St. Louis University.

The evening hearing will be held at 7:30 p.m. in the Busch Memorial Center of St. Louis University, 20 N. Grand Street, St. Louis, Missouri. Both hearings will be co-sponsored by the Federal Executive Board and St. Louis University.

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"I urge all students, citizens, and transportation users in all walks of life to participate in these informal hearings," Miss Uccello said. "We in the Department are interested in your thoughts and suggestions about the transportation services available to you. For your convenience, we have scheduled our hearings in the afternoon and evening. We welcome both prepared and spontaneous presentations."

The Department of Transportation invites comments on all aspects of transportation including:

- Auto repairs -- their cost and reliability,
- Mass transportation,
- Transportation-related air and noise pollution,
- Costs relating to transportation,
- Transportation for the aged, handicapped, young and disadvantaged,
- Transportation safety,
- The bicycle as a transportation mode, and
- Pedestrian safety.

The Office of Consumer Affairs has held hearings in Tennessee, Pennsylvania, Texas, Louisiana, Ohio, Georgia, North Carolina, New York, Colorado, Oregon, Washington, Indiana, Minnesota, North Dakota, Montana, Rhode Island, and Vermont.

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010474



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-4

Broadcast: Friday, January 4, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, January 4, has a story by a Department spokesman on Daylight Saving Time.

"Most of the Nation's clocks will be set ahead one hour at 2:00 a.m., Sunday, January 6, to observe daylight saving time on a year-around basis.

"The action implements the Congressional passage of the Daylight Saving Time Energy Act of 1973 which established daylight saving time in the United States for a 15-month period expiring at 2:00 a.m., Sunday, April 27, 1975.

"Certain states which enacted exemptions prior to the passage of the recent act will not be required to comply. They include Hawaii, the eastern time zone of Indiana, Puerto Rico and the Virgin Islands.

"At the request of the governors, Secretary of Transportation Claude Brinegar granted temporary exemptions to the mountain time zones of Idaho and Oregon until February to permit state legislatures to act. The state of Arizona was granted exemption for the full duration of the Act.

"In addition, the Secretary granted realignment of the eastern/central time zone boundary in Kentucky to include all but 12 northeastern counties in the central time zone."

This has been the Transportation News Report.

(Note: This was the second report featured on Friday, January 4, because of late breaking action on the Daylight Saving Time exemptions.)

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
January 7, 1974

DOT 03-74
Phone: (202) 426-4321

Following President Nixon's request for the voluntary Sunday closing of service stations, highway traffic decreased across the Nation by an average of 13.76 percent on the Sundays of December 2 and December 9.

An actual traffic count conducted for the Federal Highway Administration by highway departments in 48 states using a total of 432 automatic traffic recorders for a 12-day period indicated that the greatest Sunday driving decrease -- 20 percent -- was, as had been expected, on the Interstate rural routes.

Not anticipated was a significant drop in Sunday driving in urban areas -- 10.93 percent on urban Interstate routes and 10.72 percent on other urban roads and streets.

The 1973 traffic counts were taken during the 12-day period from November 30 through December 11 and compared with counts made in 1972 from December 1-12. The survey period in both years covered the first two weekends in December.

On a year-to-year basis, Saturday driving did not decrease during the 12-day, 1973 survey, but the increase was negligible -- 0.51 per cent.

The total increase in traffic count over the previous year for the survey period was 1.44 percent -- a significant alteration of driving habits when the fact that motor vehicle registrations have increased by about five percent over the past year is taken in to consideration.

The Federal Highway Administration estimates that passenger car registrations will increase at yearend by 4.5 percent over 1972 for a total of 101,237,000 automobiles registered.

Yearend registrations of trucks and buses are expected to reach 23,241,000 -- a 7.4 percent increase over 1972.

Total highway miles traveled in 1972 increased by 5.9 percent over miles traveled in 1971.

A comparison of traffic counts by time frames and types of highways is shown on the attached table.

A probable explanation for the small increase in travel on urban roads and streets may be an increased public interest in car pooling.

Since President Nixon's appeal to the public for energy conservation, the Federal Highway Administration has received approximately 3,000 requests for information about the agency's computerized car pool plan.

During the same period, the FHWA has received more than 100 requests -- mostly from large corporations -- for its car pool matching computer tape program.

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Comparison of Traffic Counts for the Period
November 30 - December 11, 1973 to the Period December 1-12, 1972.

(Percent Change)

	Interstate Rural	Other Rural	Interstate Urban	Other Urban	Total Rural	Total Urban	Total
Saturday	- 0.46	3.67	1.46	- 2.43	1.39	- 0.16	0.51
Sunday	-20.01	-12.43	-10.93	-10.72	-16.84	-10.85	-13.76 ^{1/}
Weekend	-10.12	- 3.84	- 3.98	- 5.94	- 7.41	- 4.79	- 5.99
Weekday	6.75	6.53	5.40	0.79	6.65	3.52	4.75
12-day Total	0.92	3.04	2.73	- 1.14	1.85	1.85	1.44

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1st Sunday 1973 vs. 1st Sunday 1972 - 15.07%

2nd Sunday 1973 vs. 2nd Sunday 1972 - 12.28%

1st and 2nd Sunday 1973 vs. 1st and 2nd Sunday 1972 - 13.76%



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
January 7, 1974

DOT 04-74
Phone: (202) 426-4321

Most Americans are voluntarily cutting back energy consumption, according to a survey conducted by the National Opinion Research Center in Chicago for the Department of Transportation.

A balanced sampling of 511 households throughout the continental United States taken during the weeks of November 23-29, November 30-December 6 and December 7-13 revealed:

- 80 percent of the households using fuel oil are trying to consume less.
- 79 percent of all households are trying to reduce the use of electricity.
- 53 percent of all households report a reduction in driving.

Of the energy sources, gasoline has been in shortest supply, according to the survey. Sixteen percent of households reported trouble in getting gasoline. Only three percent reported trouble in obtaining fuel oil and four percent said they had experienced electrical brownouts or other electricity reductions.

The survey found the average home is being heated at 68.77 degrees, a drop of 2.13 degrees from the reported year-ago average temperature of 70.90.

Families living in homes heated by fuel oil are making the greatest effort to reduce heating temperatures -- 63 percent are trying.

The percentages of homes heated by other fuels in which thermostats have been lowered are:

Propane (LP).....	54%
Natural gas.....	50%
Electricity.....	40%
Coal.....	8%
Other.....	10%

The proposal to ration gasoline received a minority affirmative vote in all weeks of polling -- 37 percent voting yes in the first and third weeks and 36 percent in the week ending December 6. The percentages of households who think gasoline rationing unnecessary increased from 46 percent the first week to 50 percent in the second and third with the "don't knows" declining from 17 percent to 14 percent.

When confronted with the premise of limited availability of gasoline the majority of respondents stated a preference for rationing at a stable price as opposed to limiting demand through higher prices. The average estimate of the price of gasoline in a free market was \$1.13 per gallon.

Given a set of six alternative situations, 70 percent of those polled gave as their first choice a ration of 10 gallons per week at a price of 50 cents per gallon.

Chosen over the remaining options by 67 percent was a seven gallon weekly ration at 50 cents per gallon and the ability to buy more gas at \$1.30 per gallon.

Gasoline with the price pegged at \$1.00 a gallon was chosen over a free market by 51 percent of the respondents.

A free gasoline market as a choice over other options was preferred by only 38 percent.

Given a "must ration" situation for motor fuels, 44 percent of those polled said farm work vehicles should get first priority. The remaining first choices were private cars, 15 percent; rail freight, nine percent; trucks, eight percent; intercity buses, four percent; intercity passenger trains, two percent; construction vehicles, two percent; taxis, one percent; commercial airlines, two percent; and private aircraft, 0 percent.

When asked to establish allocation priorities for scarce fuel from seven possible options, 59 percent of the respondents said home heating was absolutely essential. Trailing in terms of absolute essentiality were: farming operations, 56 percent; factory operations, 41 percent; mass transit, 29 percent; freight transportation, 28 percent; business driving by private citizens, 20 percent; and pleasure driving one percent.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-5

Broadcast: Monday, January 7, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, January 7, has a story on a recent fuel consumption survey.

Most Americans are voluntarily cutting back energy consumption according to a survey conducted for the U.S. Department of Transportation. The National Opinion Research Center in Chicago took a balanced sampling of 511 households across the continental U.S. during the weeks of November 23 to December 13. The results: 80 percent of the households using fuel oil are trying to consume less, 79 percent of all households are trying to reduce the use of electricity, and 53 percent report a reduction in driving. The average home is being heated at 68.77 degrees -- a drop of over 2 degrees from a year ago.

The survey found that gasoline has been in the shortest supply of the energy sources. A small majority think that gasoline rationing is unnecessary, but most respondents preferred rationing at a stable price as opposed to limiting demand through higher prices.

For further information call 202-426-4321.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-6

Broadcast: Tuesday, January 8, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, January 8, has part one of a special series on carpooling and a story on a jet emission rule. First Secretary of Transportation Brinegar on carpooling, following a lead-in.

Secretary of Transportation Claude S. Brinegar has cited carpooling as an important, inexpensive, easy to implement means of easing the energy crisis as well as urban congestion. The Emergency Highway Energy Conservation Act, recently signed by the President, authorizes the use of Federal Highway funds for carpool demonstration programs approved by the Secretary. Secretary Brinegar explained what the projects may include:

SECRETARY BRINEGAR: "Under the terms of this act, Carpooling projects may include such measures as systems for locating potential riders, informing them of carpool opportunities, designating existing highway lanes as preferential carpool lanes, or shared bus and carpool lanes, providing traffic control devices, designating existing public owned facilities to be used as parking for carpools. And this act provides for implementation on these projects from the Highway Trust Fund on a 90-10 ratio."

Tomorrow, part two of the carpooling series will deal with Federal computer program assistance.

Next, a story on limiting jet emissions.

"The Federal Aviation Administration has issued a rule to improve the environment by limiting smoke emissions from jet engines and by banning fuel venting from large turbojets.

"The order -- effective February 1st -- prohibits fuel venting from all engines with over 8 thousand pounds of thrust. This refers to the discharge of residual fuel from the engine manifolds shortly after take off.

"Smoke limits are also set for JT8D engines used in the Boeing 727 and 737's and the McDonnell Douglas DC-9's. Since early 1970, devices to reduce smoke emissions have been installed on the newly produced engines; and have been incorporated on virtually all of those engines which were in use at that time."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 8, 1974

DOT-02-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar this week said that legislation recently signed by President Nixon will prevent increases in the economic and energy costs of dry bulk commodity barge shipments on inland waterways.

The Bill, S.2267, was introduced in Congress on request of the Administration after the Department of Transportation completed a two-year study of the barge mixing rule problem.

The report concluded that increased costs for transportation of commodities such as grain and coal would go up unless the Interstate Commerce Act of 1940 is amended to continue flexibility in barge line operations to meet rapidly changing supply and demand conditions.

The Administration's Bill -- which passed the Senate on November 16 and the House of Representatives on December 20 and signed by President Nixon on December 28 -- relaxed legal constraints which would have forced increased energy consumption by tow boats after December 27, 1973.

"The signature of the President," the Secretary pointed out, "guarantees that this important sector of domestic transportation will not lose its present high level of economic and energy efficiency because of government regulatory restraints."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-7

Broadcast: Wednesday, January 9, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, January 9, has part two of the special series on carpooling. The cut with the Federal Highway Administrator follows a lead-in.

Two agencies of the Department of Transportation, the Federal Highway and Urban Mass Transportation Administrations, are working together to encourage local officials and organizations to institute carpooling programs in their areas. Federal Highway Administrator Norbert Tiemann explained the computer program:

ADMINISTRATOR TIEMANN: "The Federal Highway Administration has developed a Computerized Carpool Matching Program. Briefly, this program provides lists of people who live in the same neighborhoods and who work in the same general employment sections. It can even match up their working hours. The idea is that people then can contact one another and form a carpool.

"This program does work -- and it can be implemented in any city by any employer or group of employers. More than 100 groups are already using this program."

Tomorrow, part three of the carpooling series will deal with extensions of the basic carpool concept.

This has been the transportation news report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 10, 1974

DOT 06-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today released a proposed bill to revitalize the Nation's privately-owned railroad industry.

Termed "The Transportation Improvement Act of 1974," the proposal is described by Secretary Brinegar as a major move "to avoid a replay of the Northeast rail crisis elsewhere in the country."

Secretary Brinegar emphasized that the Transportation Improvement Act "is a necessary follow-on to the Northeast rail legislation which President Nixon signed into law on January 2."

The three-pronged measure, the Transportation Improvement Act of 1974, would:

- Establish Federal loan guarantees of \$2 billion to spur investment in rail plant and equipment.
- Remove, by amending the Interstate Commerce Act, regulatory constraints that adversely affect the economic performance of the rail industry.
- Initiate a \$35 million research effort to materially improve freight car utilization by means of a national rolling stock scheduling and control system.

"The condition of the rail industry in the Northeast -- where seven large railroads are in bankruptcy -- is by no means typical of the industry at large," Secretary Brinegar said. "But the causes of that illness could spread to other sections of the country unless we move quickly. Rail industry's total profits are so low -- the return on capital averages only about three percent -- that there is little room for slippage."

"Fortunately," the Secretary said, "the root problems can be corrected and that, of course, is the intent of this bill. Rail freight offers many advantages to the Nation -- low costs to shippers, efficient energy usage, and protection of the environment. We must move now to ensure that the Nation can receive the full benefits of these advantages."

The Secretary noted that he was releasing the proposed legislation today in order to permit the necessary Congressional staff work to get underway and to obtain comments from various interested groups. These comments will enable him to prepare the final bill that he will ask President Nixon to submit to Congress when the new session convenes.

A summary of the proposed legislation follows:

FINANCIAL ASSISTANCE

To achieve the needed long-term restructuring of the existing rail system the bill would provide \$2 billion in Federal loan guarantee authority to finance improvements in rolling stock, rights-of-way, terminals and other operational facilities and systems.

The conditions precedent to a loan guarantee would assure that a proposed capital improvement is designed to make a contribution to overall efficiency of operations.

REMOVAL OF REGULATORY CONSTRAINTS

The Transportation Improvement Act would amend the Interstate Commerce Act, as now amended, to remove regulatory constraints that adversely affect the economic performance of the rail industry.

ICC CHANGES

The proposed amendments to the Interstate Commerce Act address the problems of:

Liberalized Railroad Abandonment

The bill would require the Interstate Commerce Commission (ICC) to permit the abandonment of rail service when the continued operation of a line would not yield sufficient revenue to cover the long-run costs of operating that line. It would also provide that State and local governments and other interested parties could pay an operating subsidy to a railroad for continuation of an uneconomic service.

Substitute Service for Abandoned Rail Lines

To assure no hiatus in common carrier service following abandonment of an uneconomic rail line, the bill would require the ICC to assure adequate service by motor or water carrier.

Ratemaking Improvements

The bill would require rail rates to cover the variable costs of the service offered. It would also provide that a rate equaling or exceeding variable costs could not be found unreasonable because it is too low. It would also provide that rate increases below the class rate could not be suspended for being unreasonable.

The rigidity of the present ratemaking procedures result in rail losses on rates set too low and simultaneously, because of rates set too high, cause the industry to lose traffic for which it should have a comparative advantage.

Restrictions on Rate Bureaus

The bill would prohibit railroad rate bureaus from voting on single line movements and would limit consideration of joint line rates to those railroads participating in the joint movement.

The bill would prohibit rate bureaus from taking any action to suspend rates established by independent action, and it would prohibit motor carriers or freight forwarder rate bureaus from protesting a rate filed by independent action unless the protest is supported by facts showing the rate appears to be less than the variable costs of the service rendered.

The proposals would remove inhibiting influences of rate bureaus on ratemaking and would place greater reliance on competitive forces, thus encouraging efficient carriers to reduce rates and establishing the incentive for traffic to be carried by the most efficient carriers.

Adequate Revenue Levels

The bill would consolidate the various standards for determining the reasonableness of rates and would more fully develop the standards for determining adequate revenue levels.

Uniform Cost Accounting

The bill would require the ICC jointly with the Secretary of Transportation to study and recommend uniform cost and revenue accounting methods for rail carriers and to issue regulations prescribing them within two years from enactment of the bill.

Elimination of Discriminatory Taxation

The bill would prohibit discrimination in assessing the properties of interstate carriers or in establishing tax rates for them.

Because any savings to the carriers will reduce State and local government revenues, the bill provides a three-year moratorium before compliance with its substantive provisions.

Elimination of Subsidization of Government Service

The bill would require governmental shippers to pay the same rates as other shippers, except for service performed in time of war or for transportation of commodities which may be carried by motor carriers or barge lines exempt from economic regulation.

Intrastate Ratemaking

The bill would transfer jurisdiction over intrastate rates to the ICC whenever State regulatory agencies fail to promptly adjust them in accordance with ICC approved changes in the level of interstate rates.

ROLLING STOCK SCHEDULING AND CONTROL SYSTEM

The bill would authorize an appropriation of \$35 million to the Secretary of Transportation to design and implement a national rolling stock scheduling and control system.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

NEWS CONFERENCE STATEMENT BY SECRETARY OF TRANSPORTATION
CLAUDE S. BRINEGAR, DEPARTMENT OF TRANSPORTATION HEADQUARTERS
JANUARY 10, 1974

On January 2 President Nixon signed the Regional Rail Reorganization Act of 1973. That Act set in motion a special process to deal with the complex issues arising from the bankruptcy of Penn Central and six other regional railroads.

Today we are proposing broader rail legislation -- the Transportation Improvement Act of 1974 -- legislation to improve the regulatory climate and the financial health of the entire rail freight system. The key objective of this legislation is to take preventive action now to avoid a later replay of the Penn Central problem on a National scale. We also, of course, must avoid a replay of the Penn Central problem with the restructured Penn Central.

Last year, the rail industry had total operating revenues in excess of \$13 billion. Yet despite this volume of business, many of the railroads were not able to generate sufficient earnings to make needed improvements in track, roadbed or facilities or to acquire an adequate number of freight cars. Return on capital for the entire industry was a discouragingly low three percent.

The railroads, though always vital to our economy, now take on an even greater importance in light of their fuel efficiencies and favorable environmental effects.

The bill we are proposing today will help the rail industry -- and, in turn, the Nation's economy -- in three important ways.

First: This bill authorizes up to \$2 billion in Federal loan guarantees to assist railroads in making needed investments in track, terminals and rolling stock. The loans would have to contribute to the establishment of a rational, efficient national railroad transportation system. Any railroad requesting the loan must have the ability to repay it; and the project being financed must be a good investment in terms of projected return and improved efficiency.

Second: The Transportation Improvement Act will amend the Interstate Commerce Act, removing those out-dated regulatory constraints that unnecessarily restrain competition and adversely affect rail's economic performance. The amendments would be directed toward giving rail management needed authority to manage, to be able to innovate with new freight rates and services and to more quickly adjust their operations to changing economic conditions.

Third: The Transportation Improvement Act authorizes \$35 million to design and implement a National program for efficient scheduling of freight cars. The Nation's total freight car fleet of some 1.7 million cars is not used as efficiently as it should be in our view. Most cars, for example, spend most of the time -- 85% or more -- waiting to be moved. With today's sophisticated communications and computer capabilities, surely we can utilize these cars better.

These are the highlights of the proposed legislation. We are releasing the bill today in order to permit the necessary Congressional staff work to get underway and to obtain comments from the various interested groups. These comments will assist me in preparing the final bill that I will ask President Nixon to submit to Congress when the new session convenes. We are all looking forward to working closely with Congress and others -- as we did on the Northeast rail bill -- in order to obtain prompt passage of this important and needed legislation.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-9

Broadcast: Friday, January 11, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, January 11, has stories dealing with automotive safety defects and the final report in a carpooling series. These stories are by a Departmental spokesman.

"The U.S. Department of Transportation has determined that a safety defect exists in steering pitman arms of 1959 and 1960 cadillacs. About 60,000 of these vehicles are involved.

"The Administrator of the National Highway Traffic Safety Administration, Dr. James Gregory, has directed General Motors to notify owners and he has urged the firm to recall the cars for correction of the defect at no cost to the owners.

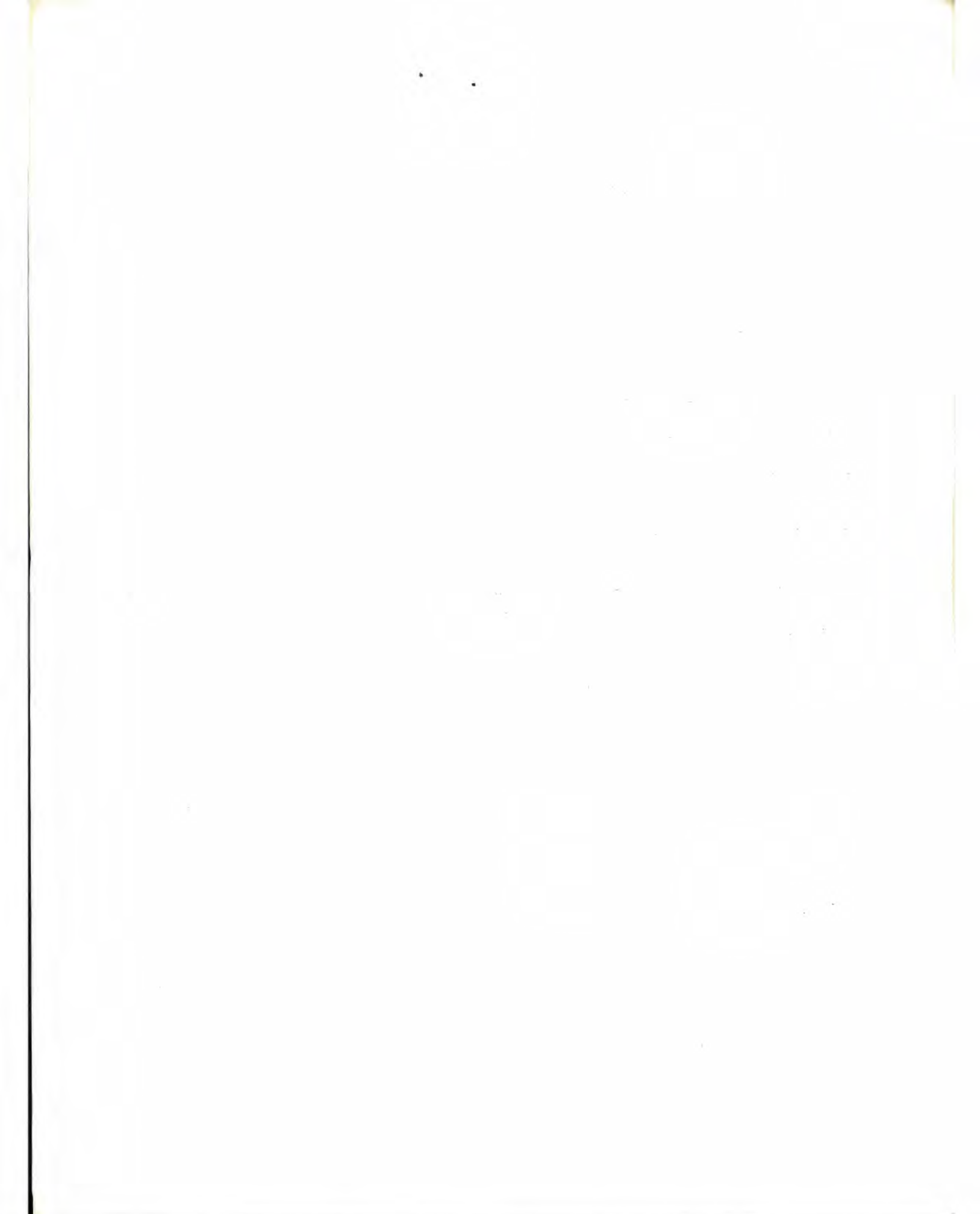
"The pitman arm is a critical component of the steering system and its failure causes total loss of a vehicle's directional control."

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"The most expensive of all transportation modes available to commuters is the private car carrying only the driver. Carpooling offers the individual commuter the obvious inducement of reducing this expenditure. The estimated cost of a typical 10-mile work trip to downtown in large urban areas is \$2.64. However, with a four-person pool, the individual cost is only 66 cents. If large numbers of commuters were to switch to carpools, the benefits would rapidly spread into the areas of less congested highways, cleaner air, and significant fuel savings. Raising the auto occupancy level in all work trips some 30 percent -- from 1.6 persons per car to 2 persons -- would bring about an annual fuel savings of some five billion gallons. These benefits to the country and commuters can only result if enough people join the carpool movement."

This has been the Transportation News Report.

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**DEPARTMENT OF
TRANSPORTATION**

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-11

Broadcast: Tuesday, January 15, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, January 15, has an actuality dealing with a benefit of reduced highway speeds. The cut is followed by a lead-in.

Lowered highway speed limits, brought on by the energy shortage, are having a beneficial effect on highway safety. Dr. James Gregory, head of the National Highway Traffic Safety Administration, comments.

ADMINISTRATOR GREGORY: "An analysis of figures from the 16 States which had reduced highway speed limits during November shows a drop in fatalities of 15 to 20 percent below November of 1972. We attribute most of the reduction to enforced lower speed limits. The remaining 34 States which did not lower speed limits in November showed a two percent drop in fatalities, part of which may be attributed to reduced automobile travel and certainly to motorists who lowered their driving speeds voluntarily.

"As for the future, the NHTSA has projected an early estimate that 1974 traffic fatalities may be reduced between 4,000 and 5,000 now that President Nixon has signed the legislation providing for a nationwide speed limit of 55 mph."

For further information, dial 202-426-9550.

This has been the Transportation News Report.

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-12

Broadcast: Wednesday, January 16, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, January 16, has a story by a Department spokesman on a symposium to study the safety problems of increasing numbers of smaller cars, and the rise in fatalities for pedestrians and bicyclists.

"The National Motor Vehicle Safety Advisory Council will examine two safety problems which have emerged as a result of the energy crisis at its Third International Congress on Automotive Safety in July at San Francisco. The council is concerned about the hazards of lighter and more economical vehicles when they are involved in collisions with larger cars. It will also study methods of reducing pedestrian and bicycle fatalities, which last year increased to nearly 12,000. The Advisory Council advises Transportation Secretary Claude Brinegar on Federal Vehicle Safety Standards administered by the Department's National Highway Traffic Safety Administration."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-13

Broadcast: Thursday, January 17, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, January 17, has a cut on changing transportation habits, it follows a lead-in.

One good by product of the energy crisis could be the impetus it has given to Americans to alter their transportation habits. That's what Assistant Secretary for Environment, Safety and Consumer Affairs Benjamin O. Davis, Jr. told a safety group in North Carolina this afternoon, he said:

ASSISTANT SECRETARY DAVIS: "We are talking about short-term steps, the immediacy of energy problems. If there is anything good about this crisis, it is the impetus it will give to a future revision of our transportation habits. We know that we can substantially reduce energy usage by a more intelligent deployment of the components in our various modes of travel, especially of America's 100 million automobiles. I would hardly call serious energy shortages beneficial when they create unemployment, but if they put more people into mass transit and in carpools, we have gained some points in our overall transportation planning for the rest of this century."

Friday's Broadcast News Service will deal with the Research Safety Vehicle Project which recognizes the energy crisis, pollution problems and the shift in preference to smaller size cars.

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-14

Broadcast: Friday, January 18, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, January 18, has a story on a new car design including an actuality.

The U.S. Department of Transportation has awarded contracts for preliminary design studies on a Research Safety Vehicle. Under Secretary John Barnum explained that the project is a follow-on to the Department's Experimental Safety Vehicle.

UNDER SECRETARY BARNUM: "In addition to now having a knowledge base on which to build, the principal difference in the RSV program is that the new automobile we hope to design cannot exceed 3,000 pounds in weight. This is in recognition of the need for a common sense approach to a significant increase in safety with consideration for economic, ecological and engineering requirements for the 1980's."

The contracts, totaling \$2.2 million, were awarded to the Ford Motor Company, Volkswagen, the AMF Advanced Systems Laboratory, Calspan Corporation and Minicars, Inc.

For further information, dial (202) 426-9550.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-15

Broadcast: Monday, January 21, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, January 21, has a story by a Department spokesman on reporting safety defects in tires and motor vehicle equipment.

"Motor vehicle equipment and tire manufacturers would be required to file reports on safety-related defects under a proposal made by the U.S. Department of Transportation. At the present time, only vehicle manufacturers are required to do this.

"The reporting system serves to advise the Department's National Highway Traffic Safety Administration of defects and allows it to monitor notification and recall campaigns.

"Under the proposal, tire and other equipment manufacturers would have to file defect information and quarterly reports. Equipment manufacturers, other than those that make tires, would have to include the name and address of each distributor, dealer or vehicle manufacturer to whom defective equipment has been sold and the number of items sold to each."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-16

Broadcast: Tuesday, January 22, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, January 22, has three actualities; one on funds for mass transit and two on children's safety restraints. First, a cut with Secretary Brinegar following a lead-in.

Secretary of Transportation Claude Brinegar discussed funding for urban transportation in a Los Angeles speech Monday night. Secretary Brinegar said the Administration will shortly propose an expanded urban transportation Assistance Program -- expanded in both scope and dollars. He added.

SECRETARY BRINEGAR: "In order to encourage prudent planning, and prudent local trade-off decisions in the use of these dollars, we would permit a portion of them, within some guidelines, to be used for either transit capital or local operating costs. While we strongly oppose direct Federal programs to put operating subsidy money into the hands of cities -- we oppose these because we believe they lessen the incentives for careful local management -- we would favor a program that permitted local choices as between capital and operations."

Next, two cuts with the Highway Traffic Safety Administrator, following a lead-in.

The Department of Transportation's National Highway Traffic Safety Administration is readying a major revision of the Federal Safety Standard which governs manufacturers of children's automobile safety restraints. Administrator James B. Gregory commented.

ADMINISTRATOR GREGORY: "I want all interested parties to know, and I want to put the industry on notice as well, that we will be proposing major revisions to the standard no later than March. Our present schedule in rulemaking has called for the issuance of an upgrading amendment at that time and we're confident that we will meet that date. These revisions will apply not only to car seats, but for the first time to car beds and infant carriers as well.

"We think the industry can do much better. Our research and testing tells us we are ready to demand a higher level of protection. The major problem remaining, and it is one that we have continued to emphasize, is to impress parents with the need to provide restraints for their children."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
January 23, 1974

DOT 07-74
Phone: (202) 426-4321

An active program of transportation cooperation between the United States and the Soviet Union has been agreed to by the two countries as a result of the first meeting of the U.S.-U.S.S.R. joint committee on cooperation in the field of transportation.

The agreement was signed recently in Moscow by Robert H. Binder, assistant secretary of transportation (designate) for policy, plans and international affairs, and G. V. Aleksenko, deputy chairman of the state committee for science and technology.

Mr. Binder noted that the first American delegation in the transportation field visited the Soviet Union in 1970. He headed the U.S. delegation of transportation experts for the recent three-day meeting (January 14-16) that culminated in the protocol agreed to by the two countries.

Mr. Binder noted "the friendly, yet businesslike approach" toward solving problems that were discussed during the Joint Committee's sessions. The joint panel was formed as the result of an agreement signed by the U.S. and U.S.S.R. on June 19, 1973. The panel plans to meet again in Washington, D.C., in late 1974.

During its sessions, the committee discussed reports on the state of technical cooperation in marine, air, railroad and automobile transportation, and on transport construction. Reports of joint working groups on these issues were reviewed and approved.

Specifically, the committee decided that the following cooperative projects should be implemented so as to facilitate transportation progress:

Marine Transport

1. Organization and development of joint requirements for safety of life at sea;
2. Exchange of technical information on ice-transiting vessels;
3. Organization and technology of ocean commerce and cargo handling in ocean ports;

4. Commercial ship equipment, crew training, human factors; and
5. Joint studies of ocean-wave spectra and loads in ships.

Civil Aviation

1. Airworthiness standards and certification procedures;
2. Air traffic control;
3. Non-visual approach landing systems;
4. Methods and means of accident/incident investigation and analysis;
5. Training of specialists in civil aviation;
6. Use of aviation in agriculture, construction and other commercial applications; and
7. Security of passengers, aircraft and cargo.

Rail Transport

1. Modern design of railroad tracks, including continuous welded rails laid on concrete structures, as well as a system of mechanized maintenance and repair of tracks;
2. The system of transporting perishable foodstuffs in self-contained refrigeration cars;
3. Modern electrified railroads, including design of electric motive power, catenary and power supply substations; and
4. Railroad research on matters of mutual interest.

The rail areas of cooperation will be supplemented in the future by additional cooperative activities in the areas of high-speed railroad passenger traffic, rolling stock design and systems of automated control of railroad freight operations.

Automobile Transport

1. U.S. and U.S.S.R. systems and programs for achieving highway safety;
2. Programs and measures to increase vehicle safety, improve road conditions and educate drivers and pedestrians.

Transport Construction

1. Research concerned with bridge structures, design and construction methods and technological equipment;
2. Research on improved methods of designing and constructing transportation tunnels.

The working groups were instructed to continue work on preparing specific cooperative programs in the areas of concern and to present them for consideration and approval by the executive agents of both sides. The programs are to be implemented in 1974.

The Joint Committee noted the great importance both sides attach to the questions of transport systems of the future, including advanced guided surface systems. It was also decided to explore in 1974 the possibility of cooperation in the field of urban transportation as well as on the question of improving procedures in U.S.-U.S.S.R. transport documentation for trade, including cargo data transmission.

Accompanying Mr. Binder were:

Isabel A. Burgess, member, National Transportation Safety Board; Vincent F. DeCain, deputy assistant secretary of transportation for environment, safety and consumer affairs; Harry G. Kosky, captain, U.S. Coast Guard and chief, ocean operation division, U.S. Coast Guard; Alfonse R. Miehle, deputy assistant administrator for international aviation affairs, Federal Aviation Administration; and Charles O. Miller, director, bureau of aviation safety, National Transportation Safety Board.

Also attending were: Lloyd J. Money, assistant director for systems development, office of the assistant secretary of transportation for systems development and technology; Marvin Pitkin, assistant administrator for commercial development, U.S. Department of Commerce; Sol Polansky, director office of Soviet and East European Exchanges, U.S. Department of State; Henri F. Rush, Jr., deputy administrator, Federal Railroad Administration; C. E. Scheffey, director, office of research, Federal Highway Administration; and James E. Washington, office of engineering, Federal Highway Administration.

Bernard A. Ramundo, chief, international cooperation division, office of international programs, was executive secretary of the U.S. section of the joint committee.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-17

Broadcast: Wednesday, January 23, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, January 23, has an actuality, with a lead-in, on school bus safety.

The U.S. Department of Transportation reissued a Public Advisory today, to warn owners and operators of 1959-62 Chevrolet and GMC school buses of a special maintenance problem that may cause loss of brakes if it is not given special attention. The National Highway Traffic Safety Administration estimates that about 6,000 of these vehicles are still in service. It's administrator, Dr. James Gregory said.

ADMINISTRATOR GREGORY: "As our advisory states these school bus models have a single hydraulic system (later models are required by Federal standards to have a double system) and are therefore especially vulnerable to any brake-line rupture. The exhaust tailpipes in these models are suspended above the rear axle and a flexible brake hose as well, making it extremely important that the support brackets for the tailpipe be maintained at all times. This is to prevent any downward shift or drop of the tailpipe which could cause a rupture of the brake hose and total loss of braking power.

"The same warning, which we first announced in November 1970 is being issued again in order to warn private schools, churches and any others who have purchased the older buses as they are phased out of the nation's public school systems."

For further information dial 202-426-0670.

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

740-963
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-18

Broadcast: Thursday, January 24, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, January 24, has a cut on carpooling, it follows a lead-in.

According to Urban Mass Transportation Administrator Frank Herringer in a Washington speech today before the American Transit Association, carpooling may increase commuter reliance on mass transit. He said.

ADMINISTRATOR HERRINGER: "In some quarters, there have been rumblings that carpooling efforts are counter-productive for transit. They sure can be -- but this does not have to be the case. In fact, in certain circumstances with aggressive marketing and imagination, carpooling can be used to actually increase transit demand. Let me give you just one example: carpoolers who pool into work will no longer have their own cars available during the day for lunch time errands, but will have to turn to transit for daytime travel. Commuters can also be supplied with bus company telephone numbers so that when they miss that pool ride, as they often do at night, the "pooler" can easily turn to the bus to get himself home.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 24, 1974

DOT 08-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar announced today the issuance of a Notice of Proposed Rule Making designed to extend to foreign air carriers operating in the United States all requirements for passenger and baggage screening now applicable to U.S. air carriers.

Secretary Brinegar said the action was taken by the Department's Federal Aviation Administration in response to the direction of President Nixon to survey security procedures affecting foreign carrier flights in the United States and to take steps to correct deficiencies. He said it was one of several moves under way to tighten aviation security.

Following official publication of today's action, 30 days will be allowed for comment by interested parties. The rule may become effective in another 30 days, after a review of the comments.

In announcing the action, Secretary Brinegar issued the following statement:

In response to the direction of the President to review civil aviation security procedures, the Transportation Department's Federal Aviation Administration has today proposed actions to protect U.S. international airports against hijackings by persons traveling on foreign air carriers. Recent hijackings and other atrocities abroad underline the importance of taking whatever steps we can to make air travel safe.

This action is in the form of Notice of Proposed Rule Making designed to require security measures by foreign airlines when they are flying to, from or within the U.S. The action is one of a number of affirmative moves to strengthen civil aviation security.

- more -

Under emergency regulations which went into effect in January and February of last year, both U.S. airlines and U.S. airports are placed under tight security. All passengers and carry-on items are screened before boarding and armed guards are stationed at boarding gates.

There have been no hijackings of U.S. planes since those regulations went into effect.

There has been considerable progress toward bringing the security procedures of foreign carriers up to the level of those in force in the United States. However, there still are some carriers with free entry into the United States which operate without adequate screening of passengers and luggage.

This constitutes a threat to American airports since it leaves them exposed to potential hijackers who might gain access to foreign carrier flights at foreign bases or while on the ground in the United States.

Today's proposals would require that all foreign air carriers operating aircraft to, from or within the United States comply with the same security provisions applicable to U.S. carriers, including the screening of all passengers and all carry-on baggage and other items. Pending analysis of comments and final action on these proposals, we urge foreign carriers without screening procedures to put them into effect on a voluntary basis as soon as possible.

In an effort to increase protection at the foreign airports at which U.S.-bound foreign carrier flights originate, the State Department is contacting the various foreign governments.

The Department of Justice also is cooperating in this new air security program. Through its Law Enforcement Assistance Administration it will assist in advising and helping those countries working to improve the security of their civil air transportation system. We are prepared to exchange technical information and will make available the knowledge and experience gained by this country in our continuing efforts to combat attacks on civil aviation. When requested by other countries, our training facilities will be open to support this international effort.

Also, I am hopeful that Congress will expedite legislation fully implementing the government's ratification of the Hague and Montreal Conventions. The Hague Convention obligates contracting nations to: (a) establish jurisdiction over hijackers; (b) make hijacking an offense punishable by severe penalties; and (c) submit any hijacker found in their territory to the competent authorities for either prosecution or extradition.

The Montreal Convention deals with sabotage and armed attacks against international civil aviation facilities and generally creates similar obligations with respect to these offenses as the Hague Convention creates with respect to hijacking. The pending legislation will provide changes to the Federal laws so that United States laws correspond fully to these Treaty provisions.

We recognize that many countries have aviation security programs and we congratulate the International Civil Aviation Organization (ICAO) for its contributions to increased safety in international aviation by recently adopting a series of amendments on security matters to the Annexes of the Chicago Convention. The International Civil Aviation Organization has developed a new security Annex to the Chicago Convention which is intended to further contribute to the safety of international civil aviation. It failed to receive approval in the ICAO Council last month and the matter was referred back to the Committee on Unlawful Interference. The United States Government is hopeful that on reconsideration the ICAO will adopt the new Security Annex and in the future will continue to adopt even stronger standards and recommended practices in the Annexes.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT R-05-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar announced today that the San Francisco Bay Area will be the site of public consumer hearings held by the Department of Transportation.

Two hearings will be conducted at the Bay Area location on February 21 by Miss Ann Uccello, director of the Department's Office of Consumer Affairs. The first, sponsored by the Institute of Transportation and Traffic Engineering, will be held in the Willis H. Booth Memorial Auditorium of the Law School (Boalt Hall) on the University of California campus at Berkeley from 2:00 - 5:00 p.m. The second, sponsored by the Metropolitan Transportation Commission, will be held in the James R. Moore theater of the Oakland Museum, 1000 Oak Street, Oakland, from 7:30 - 10:00 p.m.

Miss Uccello said the hearings will be open to all. "I welcome all students, citizens and transportation users in all walks of life," she said, "to participate in these informal hearings. We in the Department are interested in your thoughts and suggestions about the transportation services available to you."

Secretary Brinegar said the series of consumer hearings have been extremely valuable to the Department. "I believe that community involvement and the views of the individual consumer are essential to the decision-making process," he said. "These hearings have been designed to find out what concerns transportation users throughout the nation."

With reference to the forthcoming San Francisco Bay Area hearings, Miss Uccello said the Transportation Department invites comments on all aspects of transportation, including:

- Auto repairs -- their cost and reliability,
- Mass transportation,
- Transportation-related air and noise pollution,
- Costs relating to transportation,
- Transportation for the aged, handicapped, young and disadvantaged,

Transportation safety,
The bicycle as a transportation mode, and
Pedestrian safety.

The Office of Consumer Affairs had held hearings in Tennessee, Pennsylvania, Texas, Louisiana, Ohio, Georgia, North Carolina, New York, Colorado, Oregon, Washington, Indiana, Minnesota, North Dakota, Montana, Rhode Island, Vermont, Illinois, and Missouri.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT R-06-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar announced today that Tucson, Ariz., has been selected as the site for the last in a series of public consumer hearings held by the Department of Transportation.

Two hearings will be conducted in Tucson on February 26 by Miss Ann P. Uccello, director of the Department's Office of Consumer Affairs. The first, co-sponsored by the Pima Association of Governments and the University of Arizona, will be held in the Gallagher Theater of the Student Union Building on the university campus from 2:00 to 5:00 p.m. The second, sponsored by the Pima Association of Governments, will be held in the Little Theater Building of the Tucson Community Center from 7:30 to 10:00 p.m.

Miss Uccello said the hearings will be open to all. "I welcome all students, citizens and transportation users in all walks of life," she said, "to participate in these informal hearings. We in the Department are interested in your thoughts and suggestions about the transportation services available to you."

Secretary Brinegar said the series of consumer hearings have been extremely valuable to the Department. "I believe that community involvement and the views of the individual consumer are essential to the decision-making process," he said. "These hearings have been designed to find out what concerns transportation users throughout the nation."

With reference to the forthcoming Tucson hearings, Miss Uccello said the Transportation Department invites comments on all aspects of transportation, including:

- Auto repairs -- their cost and reliability,
- Mass transportation,
- Transportation-related air and noise pollution,
- Costs relating to transportation,
- Transportation for the aged, handicapped, young and disadvantaged,
- Transportation safety,
- The bicycle as a transportation mode, and
- Pedestrian safety.

The Office of Consumer Affairs has held 50 hearings in 20 states including, Tennessee, Pennsylvania, Texas, Louisiana, Ohio, Georgia, North Carolina, New York, Colorado, Oregon, Washington, Indiana, Minnesota, North Dakota, Montana, Rhode Island, Vermont, California, Illinois, and Missouri.

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Research and Development

- * Reduction of automotive fuel consumption with current technology without sacrifice of emission control, safety or performance standards.
- * Development of new aviation navigation techniques to increase airport and airway capacity, thus reducing fuel-consuming flight delays.
- * Improvement in rail commuting service in urban areas.
- * Revision of air traffic control procedures to minimize fuel consumption.
- * Reduction of the cost of excavation and tunneling for construction of underground transportation systems.
- * Improvement of the safety of lighter-weight, less fuel-consuming automobiles.
- * Construction of test rail cars powered by flywheel energy storage systems.
- * Development of low-cost methods of smoothing urban traffic flow.
- * Encouragement of development of alternate fuels for transportation vehicles.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 25, 1974

DOT R-04-74
Phone: (202) 426-4321

The energy crisis will require major readjustments in the national transportation system, Secretary of Transportation Claude S. Brinegar said today.

Speaking to an energy briefing for business trade association executives at the White House, the Secretary said our most immediate problem is finding ways to improve the fuel efficiency of our highway transportation system.

"Carpooling is the most readily available and one of the most effective ways of achieving improved fuel efficiency," he said. The Secretary noted that carpooling now saves about 1.7 billion gallons of gasoline per year and said it may be possible to increase the savings to more than 10 billion gallons per year.

Secretary Brinegar called for increased use of public transportation systems. He noted that buses are presently our most fuel-efficient method of transporting people.

"One of the Department's major goals for the remainder of this decade will be improvement, modernization and expansion of the nation's public transportation systems," Secretary Brinegar said.

A major effort is being made to revitalize the highly fuel efficient railroad industry, Secretary Brinegar said.

This effort, he said, takes two directions -- the first being the restructuring and streamlining of the bankrupt railroads in the Northeast and Midwest.

In addition, the Secretary said the Administration soon will send to Congress the Transportation Improvement Act of 1974, designed to improve the economic performance of all railroads by removing outmoded regulatory constraints and by providing through Federal loan guarantees the funds needed for investment in railroad facilities and equipment.

Secretary Brinegar pointed out that the ability of our transportation system to meet the nation's future needs may depend on our capability to increase transportation services without an increase in petroleum consumption.

The Secretary listed a number of Department of Transportation programs now underway that should result in substantial improvements in fuel efficiency. The programs include:

Legislation

- * Preparation to submit to Congress the Transportation Improvement Act of 1974 designed to revitalize the fuel-efficient rail industry. The legislation will propose removal of regulatory constraints that adversely affect the industry's economic performance; loan guarantees to spur investment in rail facilities; and research efforts to improve freight car utilization.

- * Development of an expanded urban transportation assistance program to permit annual allocation of Federal funds to assist cities in meeting long-term mass transit needs.

Administrative Programs

- * Implementation of the Regional Rail Reorganization Act of 1973 which makes possible the streamlining of eight bankrupt railroads serving the Northeast and Midwest into an economically viable system.

- * Administration of the 1973 Federal-Aid Highway Act to ensure maximum flexibility to local governments in selecting transportation alternatives.

- * Intensification of a nationwide campaign to promote and facilitate the use of carpools.

- * An increase in the administrative capability of the Urban Mass Transportation Administration in response to the growing interest in and concern for mass transit. UMTA's capital grant program, now funded at nearly \$1 billion annually, has been the means of preserving or stabilizing bus service in some 114 cities and has been used since 1965 to purchase more than 14,000 transit buses.

- * Administration of the recently enacted year-round daylight savings time law.

- * An increase in the capability of the recently established Office of Transportation Energy Policy to better coordinate the Department's programs with long and short-term national energy problems.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-19

Broadcast: Friday, January 25, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, January 25, has a story by a Department spokesman on aviation security.

"The U.S. Department of Transportation is proposing that foreign air carriers operating in this country meet the same passenger and baggage screening requirements now applicable to the U.S. air carriers.

"Transportation Secretary Claude Brinegar noted that recent hijackings and atrocities abroad underline the importance of taking whatever steps possible to make air travel safe.

"The action, in the form of a proposed rule by the Federal Aviation Administration, is designed to require security measures by foreign airlines when they are flying to, from or within the United States.

"U.S. airlines and airports were placed under tight security regulations a year ago and there have been no hijackings of U.S. planes since that time."

This advisory for broadcasters. Comments by Secretary Brinegar on the energy crisis will be available by 5 p.m. today, following a briefing in Washington.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 25, 1974

DOT R-07-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced his selection of Leonard W. Johnson as Secretarial Representative for Federal Region III with headquarters in Philadelphia.

Johnson, formerly Acting Secretarial Representative for Region IX in San Francisco, was a resident of Virginia from 1942 until 1972, and has been a Federal employee since December 1941.

In his new position, Johnson will represent Secretary Brinegar and the Department of Transportation in the States of Delaware, Maryland, Pennsylvania, Virginia, West Virginia and the District of Columbia. He replaces Dr. James Costantino who was appointed Executive Assistant to the Under Secretary.

In announcing the appointment, Secretary Brinegar said Johnson was exceptionally qualified for the post because of his years in the region, his service with the Department and his recent experience as Acting Secretarial Representative.

During his six years with the Department, he has worked in the Department's Office of Management Systems, where he participated in most of the major organizational studies made during the first five years of the Department's existence. Prior to joining the Department of Transportation, he gained valuable experience and training in other

Federal agencies through work with Government-wide organizations and committees on management, planning and personnel programs. This experience will aid his work as Secretarial Representative as he coordinates with other Federal, State and local agencies on problems and issues that require joint Federal funding or other Federal support.

As Secretarial Representative, Johnson will work with the Federal Regional Council and will serve as the Departmental contact for State and local officials and the public. He will be involved in coordinating Departmental activities among the Department's seven operating administrations.

The Department of Transportation has a regional headquarters and a Secretarial Representative in each of the ten standard Federal regions.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-20

Broadcast: Friday, January 25, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, January 25, has an actuality with Secretary Brinegar, following a lead-in.

Transportation Secretary Claude Brinegar was among Federal officials speaking to Trade Association Executives today in Washington on the energy crisis. Secretary Brinegar pointed out some of the long range efforts of his Department to alleviate some of the problems.

SECRETARY BRINEGAR: "Truly we have to become an energy efficient nation rather than a nation of energy hogs, which I'm afraid we have been...We're working hard to increase the efficiency and effectiveness and over-all health of the Nation's rail system. There is, certainly in the long run, no better way to move large amounts of freight long distances than by rail...We're also addressing hard this question of how to really get our cities in an energy efficient mode in their urban transportation. We cannot continue simply to use our 100 million automobiles, or so many -- half of them, to clog our city streets."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

740-443

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 28, 1974

DOT 09-74
Phone: (202) 426-4321

A proposal to consolidate the Department of Transportation's Hazardous Materials Regulations into a single volume of the Code of Federal Regulations was published in the Federal Register of January 24, 1974 by the Hazardous Materials Regulations Board.

The regulations pertain to the shipping and carriage of hazardous materials by air, highway, rail and water. Many of the regulations presently contained in three different Codes are repetitive. Adoption of the proposed regulations would result in a net reduction of more than 700 pages of regulations.

The Notice also proposes the adoption of requirements consistent with the recommendations of the Inter-governmental Maritime Consultative Organization's Dangerous Goods Code. This Code is rapidly being adopted by many of the maritime nations.

To facilitate public review of its proposals, the Hazardous Materials Regulations Board has prepared a detailed preamble that should assist commenters in their study of the recommended changes.

Further information on these proposals may be obtained from the Regulations Division, Office of Hazardous Materials, Department of Transportation, Washington, D.C. 20590, phone: (202) 426-2075.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-21

Broadcast: Monday, January 28, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, January 28, has an actuality with Under Secretary Barnum on railroad reorganization. The cut follows a lead-in.

Under Secretary of Transportation John Barnum held a briefing today on the staffing of the United States Railway Association, the interim agency to reorganize the rail system in the Northeast and Midwest. It is felt that a number of experienced railroad personnel are needed; the Under Secretary commented on the conflict of interest regulations.

UNDER SECRETARY BARNUM: "The principle is to let people take a leave of absence from a railroad, retain such things as pension or other benefits that they may have at the railroad, retain, within reason, investments that they may have in the stocks of the railroad, but to require public disclosure -- not just to the General Counsel of the Association -- but public disclosure of their financial connections with railroads. These are regulations that have been reviewed by the Justice Department and other interested elements of the government, and with the appropriate committees in the Congress -- that (they) agreed with us prior to the bill that this was the appropriate way to go -- namely, let people working for railroads come to us on a leave of absence basis."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

January 28, 1974

Phone: (202) 426-4321

UNITED STATES RAILWAY ASSOCIATION

News Bulletin No. 3

Under Secretary John W. Barnum met with the Board of Directors of the Association of American Railroads in Pittsburgh on January 24 to discuss with them the staffing of the United States Railway Association. He asked the railroad chief executives to recommend their most qualified executives for some of the key jobs at USRA.

The Directors agreed that a number of USRA positions should be filled by experienced railroad personnel, and that the public interest in achieving a successful solution warranted the railroads' identifying and encouraging such people to join USRA.

It is expected that some of the railroad employees will take a two-year leave of absence to work with USRA in preparing a final system plan for restructured rail service in the Midwest and Northeast.

To clarify conditions of employment by USRA, conflict of interest regulations are in the final stage of review and will be issued this week by the Secretary of Transportation.

Heidrick and Struggles, an executive search firm acting on behalf of USRA, this week will begin interviewing railroad personnel.

Any person interest in being considered for employment by USRA should make written application with a resume to:

USRA
c/o Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

The Secretary's report containing conclusions and recommendations for rail service in and between the 184 zones in the Midwest and Northeast region will be submitted on February 1 to the parties specified by the legislation. The Secretary and the Under Secretary on that date will conduct a news briefing at 10:30 a.m. in room 2232, 400 Seventh Street, S.W., Washington, D.C. There will be a second briefing on the Secretary's Rail Service Report at the February 4th USRA information meeting.

The Secretaries of Transportation and of the Treasury and the Chairman of the Interstate Commerce Commission will formally incorporate USRA on February 1 and will take necessary and appropriate steps to organize the corporation. The three men will constitute the Association's Board of Directors until the Chairman and seven other Directors are appointed by the President and confirmed by the Senate. Each of the three has chosen his authorized representative, to act in his absence at meetings of the Board of Directors and in carrying out other director responsibilities.

The chosen representatives are:

From DOT -- Under Secretary John W. Barnum

From Treasury -- General Counsel Edward C. Schmults

From ICC -- General Counsel Fritz Kahn

Regulations covering the issuance of loans and grants to bankrupt railroads will be issued within two weeks.

Regulations covering state entitlements for rail service continuation subsidies will be published on or before April 1.

Announcements of the award of a contract or contracts for the inventorying and appraisal of the assets of the bankrupt railroads and the selection of firms to furnish commercial banking services and startup accounting for the Association are expected early in February.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
January 29, 1974

DOT R-08-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced the appointment of Dr. James Costantino as executive assistant to Under Secretary of Transportation John W. Barnum.

Prior to assuming his new post, Dr. Costantino served for two years as the department's secretarial representative in Federal Region III, with headquarters in Philadelphia. He was also vice chairman of the federal regional council, the top interagency policy implementing body in the region. While in Philadelphia, Dr. Costantino also served on the Federal Executive Board, Federal Business Association, the Philadelphia Committee on Transportation Quality, and on other community, academic and service organizations.

When "Hurricane Agnes" devastated the Eastern Seaboard in June 1972, Dr. Costantino coordinated Department of Transportation recovery efforts in Virginia and Maryland, and the hard-hit Wilkes Barre, Pennsylvania area.

Prior to joining the Department, Dr. Costantino was deputy director of administration, Office of Manned Space Flight, National Aeronautics and Space Administration. He also served as a NASA aerospace engineer in launch vehicle propulsion programs during his nine years in the space program. From 1958 to 1963 he was a mechanical engineer with the Federal Aviation Administration. His early business experience was in consulting and securities organization.

Costantino has a B.S. in Mechanical Engineering from the University of Massachusetts, a Master of Engineering Administration from George Washington University, and a Ph.D. from American University.

He and his wife, the former Dolores Ann Billek, and their two children, Christopher, 5 and Jeffrey, 3, reside in McLean, Va.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-22

Broadcast: Tuesday, January 29, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, January 29, has two actualities on a proposed foreign airline security rule, and a story on a recall of child car seats. The two cuts run first, they follow a lead-in.

Foreign airlines were briefed in Washington today on a proposed security rule which would affect those with operations in the United States. Under Secretary of Transportation John Barnum discussed the measure which would require them to comply with the same procedures for passenger and luggage screening on U.S. flights as are required of U.S. airlines.

UNDER SECRETARY BARNUM: "With tight procedures already in force with respect to U.S. international lines, foreign aircraft at foreign airports are protected against the incursion of potential hijackers and armed terrorists by way of arriving American flights. Under the proposed rule, American civil aircraft operating in the United States would have the same assurance against exposure to criminal elements coming into this country by way of foreign flights.

"No regulations can be absolute guarantees against lawlessness, we are quite aware. No set of security precautions can be established which will be an absolute preventative against all hijackings or other atrocities of the future. But acceptance of this proposal will constitute a pledge by the air carriers of the world that they are willing to take this additional step to guarantee the safety of their passengers and their crews."

Next, a story on a safety related recall.

"Acting on the recommendation of the National Highway Traffic Safety Administration, the Rex Stroll-O-Chair Manufacturing Company is recalling its Model #71 child car seats. Tests performed on the car seat demonstrated that the harness -- the car seat adapter portion of Model #71 -- could not withstand the minimum load of static pressure required by a Federal Motor Vehicle Safety Standard. It may break upon impact and fail to protect a child in the event of a crash. Owners may return the adapter frame portion to their dealer or ship it to the manufacturer in New York. The harness will be repaired to conform to the safety standard and returned to the customer at the manufacturer's expense."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-23

Broadcast: Wednesday, January 30, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, January 30, has two stories by a Department spokesman, on an expanded urban transportation fund and a story on a proposed alternative to the seat belt-ignition interlock system.

"Transportation Secretary Claude Brinegar said in New York today that an Expanded Urban Transportation Assistance Program will provide cities with more flexibility in the use of federal funds, more predictability in the flow of these funds and, in total, more dollars. He explained to the National Transportation Institute that the program will permit cities to use a portion of federal funds, within certain limits, for transit capital or operating costs.

"Secretary Brinegar also told the audience that the energy crisis is real and described as 'nonsense' charges that it is contrived. He added that the energy shortage will remain with the nation, though perhaps shifting from a crisis to a problem, until the United States attains 'energy self-sufficiency.'"

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"As an alternative to the present safety belt interlock system which prevents a car from starting unless the front seat passengers buckle up, the Department of Transportation has proposed a system which would allow the car to start but not move forward. This new system, as developed by the National Highway Traffic Safety Administration would offer a choice to manufacturers of all new cars; the present interlock system became mandatory in 1974 models. The new design would work by allowing the engine to start, but prevent the transmission or some other part of the drive train from being placed in a forward gear until the belts are properly fastened."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
January 31, 1974

DOT R-09-74
Phone: (202) 426-4321

President Nixon's proposal to provide greater flexibility in the use of Federal funds to expand urban transportation programs "will encourage better planning and better resource decision-making at the local level," according to Robert H. Binder, Assistant Secretary of Transportation-Designate for Policy, Plans and International Affairs.

Binder's remarks were directed to transit industry leaders and city planners attending an American Transit Association energy seminar in San Francisco today. He said the President's proposal would be especially significant because it "will offer more flexibility in the use of Federal dollars -- it will provide cities with unusual problems an opportunity to apply for special grants -- and it will offer increased funding."

The President's proposal was contained in his State-of-the-Union Message to the Congress last night. The program would provide over the next six years \$16 billion to urban areas for a wide variety of transportation uses including mass transportation capital and operating expenses. The proposed funding level is some \$9 billion more than provided by existing programs.

Acknowledging that the supply and price of energy was a major problem confronting the nation, Binder observed that it was also a time of opportunity to accomplish some important improvements in urban transportation.

"This opportunity is also critical to (transit) leaders such as you who have access to, and influence on, the transit operations of the Nation," Binder said. "Through your efforts, transit can become a more significant force in energy conservation and thereby a long-term benefit to our urban environment."



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-24

Broadcast: Thursday, January 31, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, January 31, has a story by a Department spokesman dealing with operating subsidies for mass transit.

"A Department of Transportation official today discussed the problem of operating deficits in mass transportation, in addition to construction and modernization needs. Speaking in New York, Urban Mass Transportation Administrator Frank Herringer said the new unified transportation program, announced by President Nixon in his State of the Union Address, will offer needed assistance in that area. The administrator said the new program, which will be submitted to Congress shortly, is responsive to operating (and capital needs) of transit, without having the drawbacks of a direct grant program for operating subsidies."

This advisory: Planned coverage on the Broadcast News Service for Friday, February 1, will deal with a restructured railroad system for the northeast and midwestern United States and for Monday, February 4, will cover the new Transportation Budget. Both stories will have excerpts from new conference.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

January 21, 1974

Phone: (202) 426-4321

UNITED STATES RAILWAY ASSOCIATION

News Bulletin No. 2

The United States Railway Association will be incorporated in the District of Columbia on February 1, 1974. The Secretaries of Transportation and of the Treasury and the Chairman of the Interstate Commerce Commission, or their authorized representatives, will act as the incorporators. They will also act as the Association's board of directors until the chairman and the seven other directors have been appointed by the President and confirmed by the Senate.

We have asked all groups submitting lists of proposed directors to have them in our hands by Monday, January 28.

The organization of the Association and the functions the various officers will perform have been defined, subject to approval or modification by the Association's senior management.

The executive search firm of Heidrick and Struggles has been asked to consult with the managements of railroads that have expressed willingness to make available experienced personnel for USRA employment and to interview their qualified job candidates. Persons who have already expressed interest in working for USRA can expect to be contacted shortly.

In order to obtain essential working data as prescribed by the Act, the Department -- acting for USRA -- on January 15 advertised in Commerce Business Daily for proposals to perform an inventorying and appraisal of the properties of the eight bankrupt railroads. Responses are requested by January 28.

The facilities to be inventoried and assessed are rights-of-way; roadbeds including sub-base, ballast, ties and rails; signals and signal controls; electrical systems; terminals; structures including bridges and tunnels; communications systems; yards; maintenance shops; and fueling and servicing facilities.

Other services for the Association for which the Department has requested proposals are accounting and local commercial banking needs. Those proposals are due today and many are already in hand.

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FACT SHEET

UNIFIED TRANSPORTATION ASSISTANCE PROGRAM (UTAP)

This program will provide, over the next six years, approximately \$16 billion to urban areas for use in a wide variety of transportation projects, including urban highway construction and capital and operating expenses for mass transit systems. The new program will also offer a rural transportation program.

The main strengths of the new program are as follows:

1. It will assist urban areas in solving transportation problems that they are unable to handle alone. These problems are being intensified by the energy crisis and the need to meet environmental standards.
2. It will combine two separate and relatively inflexible capital programs that are, in various ways, distorting current local decisions on transportation investment choices and transit operating practices. Combining the programs and opening up the range of uses will encourage better planning and better resource decision-making at the local level.
3. It will provide the States and urban areas with an assured source of Federal funds over several years so that long-term planning can be done at the local level.
4. It will add flexibility to the rural transportation program and provide rural bus service for these rural and small urban areas.

The key features of the program are:

1. \$2.4 billion in UMTA funds will be distributed to the States, earmarked for major metropolitan areas, by formula for the FY 1975-1977 period. At local option, these funds could be used for transit operating assistance, as well as transit related capital investments.

2. \$4.2 billion in Federal grants will be available for major public transit capital projects over the six-year period of the bill.
3. For FY 1978-1980, \$6 billion in general funds will be available for allocation to the States for a new unified urban transportation assistance program -- combining transit capital and operating assistance and highway capital funds.
4. Highway funds would be available for bus purchases in rural and small urban areas; current rural public transportation demonstration programs would be increased and broadened to permit operating assistance in rural areas.

Table 1

URBANIZED AREA PROGRAMS

(Contract Authority in \$ Millions)

	Urbanized Area Highway Programs	Transit Optional Use <u>1/</u>	Total Formula Allocation	UMTA Discretionary Funds	Total
FY 75	\$1,100	\$ 700	\$1,800	\$ 700	\$2,500
76	1,100	800	1,900	700	2,600
77	1,100	900	2,000	700	2,700
78	[2,000	700	2,700
79	[<u>2/</u>	<u>2/</u>	2,000	700	2,700
80	[2,000	700	2,700

1/ Funds may be used for transit capital improvements, operating assistance, and transit-related highway projects.

2/ These programs are merged in 1978.

The key elements of the urban portion of the program, which is its major thrust, are shown by Table 1. The program for the rural and small urban areas, which is an extension and broadening of an existing program financed from the Highway Trust Fund, is shown in Table 2.

Program features:

1. Highway Trust Fund authorizations can continue to be used for urban highway and urban public transit capital investment (as provided by the Federal Aid Highway Act of 1973.)

2. Apportioned General Fund dollars for FY 75-77 can be used for any urban public transportation purpose, including transit operating assistance.
3. \$700 million of the General Fund authorizations for each FY (1975-1980) will be reserved for direct urban mass transit capital grants. All other funds will be apportioned by formula.
4. Apportioned dollars in FY 1978-1980 can be used for urban highway and public transit capital and transit operating assistance.
5. Local sharing will be on a 20/80 percent basis, as is current UMTA policy.

TABLE 2

SMALL URBAN AND RURAL PROGRAM

		(\$ in Millions)		
		<u>1975</u>	<u>1976</u>	<u>1977</u>
A.	Basic Rural Highway Program (Primary/Secondary Systems)			
	Contract Authority	\$1,100	\$1,100	\$1,100
B.	Rural Highway Public Transportation Demonstration Program			
	Contract Authority	10	20	+45

Program features:

1. Provide \$1.1 billion in new authorizations for rural highways for FY 1977.
2. Permit rural highway funds to be used for bus purchases (effective 1975).
3. Add \$45 million in new authorizations for the rural highway public transportation demonstration program and permit these funds to be used for operating subsidies (effective 1975).
4. Change the State/Federal matching requirement to 20/80 (effective 1975).

February 13, 1974

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