

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE

March 4, 1980

DOT 32-80

Contact: Dennis Deuschl

Tel.: (202) 426-3574

## EARLIEST SEAWAY SEASON OPENING SET BY U.S.-CANADIAN OFFICIALS

The 1980 navigation season on the St. Lawrence Seaway between Montreal and Lake Erie will begin March 24 at 8 a.m. (EST) the U.S. Saint Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority of Canada announced today.

This will be the earliest season opening on record for both the Montreal-Lake Ontario and Welland Canal sections of the Seaway. The Welland Canal is the navigation link between Lakes Ontario and Erie. The earliest previous opening date for these Seaway sections was March 25 in 1975.

David W. Oberlin, Seaway Corporation Administrator said, "The two Seaway authorities are taking this action so that cargoes, including the backlogged grain at western Great Lakes ports, can move as soon as possible. Favorable weather, combined with intense efforts to complete extensive lock maintenance underway since the 1979 closing, have made this year's early opening possible."

Navigation will be permitted in daylight only in some areas of the Seaway system until all floating navigational aids are in place. Vessel transits will be subject to weather and ice conditions.

In 1979, the navigation season on the Montreal-Lake Ontario section of the Seaway began April 2 and continued until December 22. The Welland Canal was opened to navigation last year on March 28 and closed December 29.

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# U. S. Department of Transportation



## news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY  
March 4, 1980

DOT 33-80  
Contact: Ed O'Hara  
Phone: (202) 426-4321

### DOT SCHEDULES HEARINGS ON RULES FOR RADIOACTIVE SHIPMENTS

The Department of Transportation will hold five public hearings on proposed regulations for the highway routing of trucks carrying radioactive shipments.

The hearings will be held March 26 in Philadelphia, April 3 in Chicago, April 8 in Atlanta, April 15 in Denver and April 18 in Seattle.

The proposed rules would require that motor vehicles carrying either high-level or lower-level radioactive shipments avoid heavily populated areas and minimize travel times.

Trucks that carry high-level radioactive materials -- such as spent nuclear fuel -- would be required to travel only on "preferred" highways -- Interstate highways or alternative highways selected by the states.

The regulations, as proposed, would preempt a number of state and local restrictions on radioactive shipments.

The locations of the hearings are as follows:

March 26 -- Ramada Inn, Meadows Ballroom, 76 Industrial Highway, Essington, Pa.

April 3 -- O'Hare Ramada Inn, Penthouse Ballroom, 6600 Mannheim Road, Des Plaines, Ill.

April 8 -- Ramada Inn Central, Georgian Ballroom, I-85 at Monroe Drive, Atlanta.

April 15 -- Main Post Office Building, 2nd Floor Auditorium, 1823 Stout St., Denver.

April 18 -- Federal Office Building, 4th Floor Auditorium, 915 Second Ave., Seattle.

All hearings will start at 9:30 a.m. If all those wishing to appear at a hearing cannot be heard in one day, a second day will be scheduled.

Notice of the hearings will be published in the March 6 Federal Register.

Those persons wishing to appear at the hearings should contact the Dockets Branch, Materials Transportation Bureau, Department of Transportation, Washington, D.C. 20590, telephone (202) 426-3148.

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U.S. DEPARTMENT OF TRANSPORTATION  
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# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE 10 A.M. THURSDAY  
March 6, 1980

DOT 34-80  
Contact: Ed O'Hara  
Phone: (202) 426-4321

GOLDSCHMIDT CALLS FOR MORE  
PUBLIC TRANSIT MONEY  
TO SUPPORT ENERGY GOALS

Secretary of Transportation Neil Goldschmidt today proposed legislation to provide a substantial increase in funds for public transit systems to encourage expanded service and increased ridership.

He told the Senate Banking Committee he was seeking an additional \$17 billion in capital and operating funds for fiscal years 1980-85. This would bring the six-year public transit authorization to nearly \$29 billion through fiscal 1985.

"We are proposing to up-date federal transit legislation so that it supports our vision of mass transit as a more productive, more conserving, more efficient and more effective force in this country's transportation system," Goldschmidt said.

The Secretary said the legislation represents the first phase in a 10-year strategy for U.S. public transportation policy in support of national energy conservation goals.

The legislative proposal is based on the assumption that the wind-fall profits tax will be enacted and incorporates funding increases contained in the Administration's transportation energy initiatives bill that was introduced in September 1979.

Secretary Goldschmidt said the legislation would:

- Make innovative changes in the distribution of transit funds to promote expansion of transit service, increased ridership and revenues and improved efficiency.

- more -

- Significantly increase funds for the Urban Mass Transportation Administration's discretionary grant program, for the capital and operating formula program, and for capital and operating funds for small towns and rural areas.

- Authorize the direct purchase of buses by the Department of Transportation. This would make buses readily available to transit systems, stimulate competition in the bus industry and protect the country against a mobility crisis that could result from an interruption in oil supplies.

Secretary Goldschmidt said the higher funding levels and the six-year authorization "should mean increased service and improved reliability for our nation's transit systems -- and their riders."

In discussing the new funding approaches, Goldschmidt said:

"We want to encourage the expansion and improvement of transit services and we want to reward such changes through the Section 5 (capital and operating assistance) program."

The formula for operating and capital assistance would be changed from one based on population and population density to one based 50 percent on population and 50 percent on the number of miles traveled by transit vehicles in revenue service.

The legislation ensures that no urbanized area would receive less under the new formula than it would receive in fiscal year 1981 under the current formula. This would create incentives for transit operators to expand service, the Secretary said.

In order to encourage realistic fare policies, the legislation would base operating assistance on the total operating expenses of a transit system, rather than on an operating deficit, as under the current law.

Secretary Goldschmidt said the legislation would create incentives for transit systems to increase ridership and to improve the ratio of operating revenues to operating costs.

"We need to have a direct link between this program and our national efforts to reduce energy use, achieve more cost efficient movement of people and increase transit ridership and revenues."

The bill would provide for separate incentive funds to be awarded to those systems where transit ridership increases by 5 percent or more over the previous year, or where the ratio of operating revenues to total operating costs exceeds the national media.

The Secretary said the provision for direct purchase of transit equipment by the federal government "offers the bus manufacturers the assurance of a reliable and steady flow of orders, rather than being subject to the start-again, stop-again pattern of orders from individual areas."

He said the provision would offer a greater opportunity for standardization of buses and could lead to a lower per-unit cost for transit buses.

The proposed legislation would authorize increased funds for several UMTA programs:

An additional \$10.2 billion for the discretionary grant program (Section 3), raising the six-year level to \$16.3 billion through fiscal 1985.

\$6.1 billion more for the capital and operating assistance formula program (Section 5) in urban areas, increasing the six-year level to \$11.1 billion through fiscal 1985.

And, an additional \$420 million for public transportation assistance to rural areas and small towns (Section 18) under 50,000 population. This would raise the six-year level to \$750 million through fiscal 1985.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY

March 14, 1980

DOT 35-80

Contact: Ed O'Hara

Phone: (202) 426-4321

## DOT JOINS WITH INDUSTRY EMERGENCY RESPONSE CENTER

The U.S. Department of Transportation today joined forces with CHEMTREC, the industry-run Chemical Transportation Emergency Center, to provide information to local officials during chemical and hazardous materials emergencies.

Secretary of Transportation Neil Goldschmidt said, "The National Response Center (NRC) and CHEMTREC will form an unusual public-private team to provide a reporting system and data center that will be of unique value to local officials in coping with accidental chemical emergencies."

The Coast Guard which operates the national response center, will have a new computer capability in operation by mid-April that will enable it to provide immediate electronic transmission of information on hazardous materials emergencies to CHEMTREC.

The NRC was established to receive notification of accidental spills of oil and certain hazardous substances. It also receives calls on other hazardous materials and pollution incidents. NRC receives some 9,000 calls a year.

CHEMTREC has been operated since 1971 by the Chemical Manufacturers Association. It advises callers on how to control or contain more than 18,000 chemicals and maintains a directory of industry experts.

An agreement outlining the formal responsibilities of CHEMTREC and the NRC was signed Thursday by Howard J. Dugoff, Administrator of DOT's Research and Special Programs Administration, and Robert A. Roland, President of CMA.

The agreement officially recognizes CHEMTREC as a central source of information and advice for public and private officials faced with chemical and hazardous materials incidents.

In signing the agreement, Dugoff said, "CHEMTREC has been doing a fine job of providing emergency response information and help to local public safety officials. And NRC and CHEMTREC have been working together informally for some time."

"This agreement formally creates an unusual public-private effort and makes possible better and faster service to local officials and better use of our resources," Dugoff said.

Under the agreement, CHEMTREC will inform NRC promptly of significant chemical spill incidents and NRC will notify CHEMTREC when a caller needs information not available from NRC.

The NRC-CHEMTREC agreement fulfills a 1978 recommendation by DOT's Hazardous Materials Transportation Task Force calling for a communications network to notify state and local officials of hazardous materials incidents and to advise on how to reduce the impact of such incidents.

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# U. S. Department of Transportation

## news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE MONDAY  
March 17, 1980

DOT 36-80  
Contact: Ed O'Hara  
Phone : (202) 426-4321

### GOLDSCHMIDT NAMES HIGHWAY BEAUTIFICATION PANEL

Secretary of Transportation Neil Goldschmidt today announced formation of a national advisory committee on the Highway Beautification Program.

The 25-member National Advisory Committee on Outdoor Advertising and Motorist Information will assist the Federal Highway Administration in making a complete reassessment of the program, Goldschmidt said.

The beautification program was established in 1965 to control outdoor advertising signs along Interstate and primary highways by requiring states to ban the erection of certain new signs and to provide for removal of certain existing signs. (The program also contains provisions for junk yard screening and removal.)

Secretary Goldschmidt said, "This distinguished group will carefully examine the program and make recommendations on how it can be improved."

"The proper direction of the highway beautification program is a high-priority concern, particularly because of its fiscal impact on the states," the Secretary said. "We are re-examining the program in order to see that it serves the purpose for which it was established."

The panel includes representatives of state and local government, the outdoor advertising industry, environmental groups, highway users, and the tourist industry.

Thomas W. Bradshaw Jr., North Carolina's Secretary of Transportation, will serve as interim chairman until the panel elects a chairman.

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At various times, the states, the outdoor advertising industry, environmental groups, the academic community, advertisers, and federal, state, and local legislators and officials have expressed concerns about the Highway Beautification Program. This has resulted in many amendments to the law and, in turn, administrative changes.

Several other specific factors also figured in the decision to reassess the program. First, in 1978, the GAO issued a report which was critical of the program and concluded that the existing program may never achieve the objectives of the Highway Beautification Act. Second, the FHWA, as a result of an earlier Congressional mandate, recently completed a study of the national standards for directional signs and issued a report on options for motorist travel information systems. Finally, the Surface Transportation Assistance Act of 1978 included several significant amendments to the act. The appropriate method of implementing these legislative changes has been the source of considerable concern.

One amendment permits the placement of electronic, changeable-message signs on business premises along highways in states covered by bonus agreements. Another permits the placement off the highway right-of-way of signs informing drivers that free coffee is available from nonprofit agencies at nearby points.

Another provision requires that compensation be paid for the removal of all signs that do not conform with the act, including those in violation of local zoning ordinances which previously could have been amortized or removed by local government without compensation. The removal of a sign without compensation by a state or local government would now subject the state to a penalty of a 10 percent reduction in Federal-aid highway funds.

As a result of these matters, FHWA is reassessing the program.

As part of this effort, FHWA last year held a series of public hearings on the program. The advisory committee will review the comments made in the hearings and come up with recommendations for Secretary Goldschmidt.

The other members of the committee are:

Ross Barrett, senior vice president, Metromedia, Inc., Los Angeles; Ruth H. Becker of Broomall, Pa., executive director of the Pennsylvania Roadside Council; Ernest R. Bonner, a planning consultant in Portland Ore., and planning director of Portland from 1973 to 1978; William M. Cox, president of WEBA Corp., Madisonville, Ky., and Federal Highway Administrator in 1977-78; Ronald Crisman, secretary, Vermont department of transportation.

Bert K. Dart, vice president and regional manager, Foster & Kleiser, outdoor advertising firm, Chicago; Charles F. Floyd, professor and head of the department of real estate and legal studies, University of Georgia, Athens, Ga.; Thomas H. Gibson, executive vice president of Skyline Caverns, Inc., Front Royal, Va.

George Hagemeister, vice president, Eller Advertising Corp., Fairfield, N.J., and president of the Outdoor Advertising Association of N.J.; Gerald P. Joyce, president of Patrick Outdoor Media, Inc., Dunmore, Pa.; Mathias Kemeny, president of Travel Information Centers, Portland, Ore.; Thomas Kimball, executive vice president, National Wildlife Federation, Washington, D.C.

Virginia W. Lacey, Deep South regional director, National Council of State Garden Clubs, Holly Springs, Miss.; Edward J. Leary, vice president, American Sign & Indicator Corp., Spokane, Wash.; Daniel R. Mendelker, law professor and director of urban studies, Washington University in St. Louis.

Yale Maxon, Berkeley, Calif., head of the California Roadside Council's committee on planning and conservation; Frederick Middleton, attorney with the Sierra Club Legal Defense Fund, Washington, D.C.; Charles E. Novel, president of Sanlyn & Associates, an advertising agency in Germantown, Tenn., and president, National Electric Sign Association in 1977-78.

Fred O'Cheskey, chief highway administrator for the state of New Mexico; Jessie M. Rattley, city council member, Newport News, Va., president-elect, National League of Cities, and chairperson of the National Black Caucus; Bobby G. Richardson, highway commissioner for the state of Mississippi.

Margaret H. Rush, commissioner, South Carolina department of highways and public transportation; Jane Schmidt, executive vice president, Colorado-Wyoming Hotel and Motel Association and secretary, Colorado Highway Users Conference Board; and George Viverette, assistant director of highways, American Automobile Association, Falls Church, Va.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
March 24, 1980

DOT 37-80  
Contact: Clyde Linsley  
Phone: (202) 426-2147

## DOT ANNOUNCES NEW STUDIES OF SMALL TOWN TRUCK SERVICE

New studies of trucking service to small towns support earlier findings that regulatory requirements do not ensure adequate service.

The studies, released today by the U.S. Department of Transportation, were conducted in Kansas, Michigan and Alabama. They found that businesses in small communities do not ordinarily depend on regulated general freight truckers for shipments of merchandise and supplies. Rather, they receive most of their freight from private truckers, intra-state truckers and small package specialists such as United Parcel Service.

"Our surveys confirm what our earlier research in Nevada, New Mexico and Kentucky has shown: that regulated truckers provide the service on which they can make money and don't provide service on which they lose money," Secretary of Transportation Neil Goldschmidt said. "When it comes to providing freight service to small communities, it really doesn't matter whether it's required by federal regulation or not."

Goldschmidt noted that a recent report prepared by the Congressional Budget Office concluded that regulatory reform would not seriously affect the quality or quantity of small town service. The California Public Utilities Commission reached a similar conclusion after surveying three rural communities in that state.

"Our studies tend to support that conclusion," he said.

DOT researchers interviewed operators of businesses in six small Michigan communities and in two towns each in Kansas and Alabama. Michigan communities surveyed were Cass City, Deford, Escanaba, Kingston, Armada and Romeo. In Kansas, researchers conducted interviews in Marion and Scott City. Alabama towns were Calera and Vernon.

Single copies of the reports may be obtained from the Office of Transportation Regulation (P-50), U.S. Department of Transportation, Washington, D.C. 20590.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
March 26, 1980

DOT 38-80  
Contact: William Bishop  
Phone: (202) 426-4321

## DOT AWARDS \$3 MILLION FOR STATE PIPELINE SAFETY

Grants totalling \$3.13 million have been allocated to 46 states, the District of Columbia and Puerto Rico to strengthen gas pipeline safety enforcement programs, the Department of Transportation announced today.

The grants, made by DOT's Materials Transportation Bureau, will be used to pay for personnel, training, equipment and other costs of gas pipeline safety programs. The amount allocated to each state is based on the estimated cost of each state's gas pipeline safety activities in 1980.

The allocation for 1980 is \$230,000 greater than in 1979.

States that did not apply for federal assistance for pipeline safety programs in 1980 are Alaska, New Mexico, South Carolina and Texas.

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ALLOCATION OF FY 1980 FEDERAL FINANCIAL ASSISTANCE  
FUNDS FOR GAS PIPELINE SAFETY PROGRAMS

<u>State</u>	<u>Amount of Federal Funds</u>
Alabama	138,315.00
Arizona	25,130.00
Arkansas	54,268.50
California	132,011.00
Colorado	48,534.00
Connecticut	42,800.00
Delaware	10,431.50
Florida (State Fire Marshal)	42,532.50
Georgia	83,950.00
Hawaii	12,500.00
Idaho	13,661.00
Illinois	117,662.00
Indiana	60,635.50
Iowa	38,523.00
Kansas	50,505.00
Kentucky	127,539.00
Louisiana	185,231.50
Maine	13,305.00
Maryland	26,750.00
Massachusetts	36,620.50
Michigan	115,368.50
Minnesota	53,273.00
Mississippi	86,461.50
Missouri	79,068.50
Montana	19,572.50
Nebraska	47,167.50
Nevada	21,452.00
New Hampshire	10,202.00
New Jersey	96,731.50
New York	298,995.00
North Carolina	83,725.00
North Dakota	12,920.00
Ohio	102,492.50
Oklahoma	51,211.00
Oregon	52,676.00
Pennsylvania	106,014.50
Rhode Island	64,189.00
South Dakota	19,517.50
Tennessee	109,584.00
Utah	24,700.00
Vermont	17,680.00
Virginia	38,382.50
Washington	56,360.50
West Virginia	81,800.00
Wisconsin	79,105.00
Wyoming	84,450.50
District of Columbia	35,750.00
Puerto Rico	21,095.00
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TOTAL	3,130,850.00

# U. S. Department of Transportation

## news:

Office of Public Affairs



Washington, D.C. 20590

FOR RELEASE THURSDAY  
March 27, 1980

DOT 39-80  
Contact: Clyde Linsley  
Phone: (202) 426-2147

### GOLDSCHMIDT URGES RESTRAINT IN AIRPORT AID FUNDING

U.S. Secretary of Transportation Neil Goldschmidt said today the Administration supports increased airport development, but he said funding levels proposed by the House Aviation subcommittee are too high.

In a statement prepared for the Aviation subcommittee of the House Committee on Public Works and Transportation, Secretary Goldschmidt pointed out that the Carter Administration had proposed its own increases in airport funding, some of which ranged as high as 19 percent above 1980 levels.

The Administration's bill proposes authorizations of \$6.1 billion over a five-year period beginning in fiscal year 1981.

"The House bill would exceed our proposal by roughly half a billion dollars in fiscal year 1981 alone, and by about \$3 billion over a five-year period," Goldschmidt said.

"Additional increases would add fuel to inflation fires, and this Administration will be opposing inflationary bills," he said.

The House subcommittee is conducting hearings on proposed legislation to extend the federal Airport Development Assistance Program (ADAP), which is administered by the Department of Transportation.

Airport development aid money comes from a federal airport development trust fund, which is supplied by revenues from a tax on airline passenger tickets and air freight billings and other taxes. The trust fund currently has a substantial surplus.

"I want to emphasize that the existence of a trust fund or the presence of a large surplus in that trust fund is not a reason to fail to exercise restraint in capital programs," the Secretary said. "Inflation responds to federal spending of any kind of dollar. Economic forces will respond as surely to trust fund dollars as to dollars from the general fund."

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY

March 31, 1980

DOT 40-80

Contact: Wilbur Martin

Phone: (202) 426-4321

SECRETARY ANNOUNCES NEW  
RULES TO BOOST MINORITY  
SHARE OF DOT CONTRACTS

Secretary Neil Goldschmidt today announced a uniform program for increasing participation by minority and women-owned enterprises in financial assistance programs of the Department of Transportation.

The regulations, as published in the Federal Register today, also attempt to deal with the problem of "fronts" -- ineligible business that claim to be minority-owned in order to participate in a minority business enterprise (MBE) program.

"The new, final rules carry out the Department's policy of supporting the fullest participation of firms owned and controlled by minorities and women in DOT programs," Goldschmidt said.

Under the rules, most recipients of DOT grant funds, such as transit authorities, state highway departments and airports, will have to submit affirmative action programs to DOT for approval. The plans must include goals for the use of MBEs.

To help prevent "fronts" from taking advantage of the Department's new program, minority firms must give grant recipients information about their ownership and management. The information will be used to certify legitimate MBEs.

Other requirements for grant applicants include compilation of a directory of minority and women-owned firms available in an area to compete for subcontracts and assisting those firms to obtain bonding and financing.

The DOT is inviting comments on the operation of the new rules during the next year. The comments will help the department improve the provisions of the program and help eliminate any problems that contractors encounter.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE 1:00 P.M. MONDAY  
March 31, 1980

DOT 40-80  
Contact: Wilbur Martin  
Phone: (202) 426-4321

TRANSPORTATION SECRETARY  
SAYS SAFETY UNAFFECTED  
BY 1980-81 BUDGET CHANGES

Secretary of Transportation Neil Goldschmidt said today the belt-tightening of the Department's revised 1981 budget will in no way affect its primary missions of safety and energy conservation.

"The same safety efforts will be maintained in the airways, with no reduction in the Federal Aviation Administration's air traffic control and air navigation systems," he said.

"Similarly, the effectiveness of the Coast Guard's search and rescue operations and other safety-related activities at sea will not be reduced -- nor will activities in railroad and highway safety and in the transportation of hazardous materials."

The Secretary said program level reductions of some \$1.9 billion in FY 1980 and \$600 million in FY 1981 are being proposed for DOT in the President's budget revisions, a cut from the January budget of 9.1 percent in FY 1980 and 2.7 percent in FY 1981.

Goldschmidt said a reduction in outlays amounting to \$1.1 billion in FY 1981 would result from the program cuts and deferrals, and that the new DOT budget reflects the urgent priority the President has placed on the inflation fight.

"The budget reductions have been applied so that we are still moving toward our broader transportation goals," Goldschmidt said, "but at a slower pace." While dollar amounts differ, capital investment programs for the various modes have each generally been cut between 8 and 10 percent.

He emphasized that funding reduction for many programs was simply a deferral until another budget year.

"By tightening our belts and improving our productivity, we help the President achieve a balanced budget while doing all we can to see that our essential services are maintained," Goldschmidt said.

The major reduction in DOT's revised budget is in the Federal-Aid Highway Program, where a program funding level had been set at \$8.85 billion for both fiscal year 1980 and 1981.

The new budget sets an overall program level of \$7.7 billion in FY 1980 and \$8.5 billion in FY 1981. This will result in a spending cut of about \$400 million in the highway aid program in FY 1981.

Goldschmidt said the actual impact of this reduction on states will vary depending on the availability of their matching funds and the rate at which they are obligating federal funds.

"It is worth noting," the Secretary said, "that in recent weeks the rate of obligation of highway funds has soared, perhaps in anticipation of presidential action to restrain highway spending as part of an anti-inflation program.

"We have taken action to suspend approval of federal-aid highway projects temporarily pending the submission of our budget changes. We will be working with the states to develop obligation plans for the balance of highway funds available so they can be applied to the highest priority projects during the balance of the fiscal year."

Even with this highway aid reduction, Goldschmidt said the funding is about 30 percent higher than the average level of funding for this program since 1970.

Goldschmidt said the proposed budget revisions will take nothing away from established programs for energy conservation.

Except for minor changes in certain research grants and demonstration programs, he said mass transit grants to the states will move forward as projected "and will, in fact, be at the highest levels on record."

He said DOT's request for a FY 1980 supplemental appropriation for transportation energy initiatives would be lower, about \$675 million instead of \$1.3 billion.

The FY 1980 supplemental request will contain funds for bus purchases and other programs that have pay-off in terms of energy savings.

In addition, initiation of the proposed program of grants for energy efficient use of automobiles will be deferred until FY 1981, since necessary authorizing legislation has not been enacted.

The Federal Railroad Administration will not have any grant programs reduced which are needed to reshape and conserve the national railroad system, he said. Minor reductions will be made in the Northeast Corridor Improvement Project and Amtrak's capital spending program to reflect deferral of lower priority projects and equipment deliveries.

A reduced program level for airport grants and the deferral of non-safety related grants in the latter months of FY 1981 will account for \$70 million in outlay savings.

In addition to these major program effects, belt-tightening on administrative costs, an employment freeze, and cutting less important projects will cut FY 1981 spending by slightly over \$100 million throughout the Department.

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