

March 7, 1973

MEMORANDUM FOR KEN COLE

FROM: STAN SCOTT

At the monthly meeting last night, the ^xCouncil of Black Appointees -- representing top level Administration blacks -- agreed with our proposal that they issue periodic statements on various issues in support of the Administration. The attached statement on mass transportation represents the first. In view of of their past record of negativism, I would recommend that we give this statement the media's attention. If you think we should only disseminate this to the ethnic media, our office would prepare a press release for that purpose.

We will await word from you on the handling of this statement.
Ken, thanks.

cc: Ken Clawson

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MAR 17 1973
CENTRAL FILES



OFFICE OF
THE CHAIRMAN

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION
WASHINGTON, D. C. 20506

March 7, 1973

Dear Ken:

In a continuing effort to be supportive of Administrative policies, the Council of Black Appointees has authorized the following statement regarding mass transportation:

Mass Transportation

The Administration's programs for providing safe, efficient, and economical transportation for the nation's urban dwellers is certainly of great importance for all members of the urban community and of critical importance to the black community. Additionally, under present federal programs where the black community has exercised local initiative, it has been able to effectively influence the planning and operation of some transit systems, as well as providing greater opportunities for the involvement of minority business enterprises in the servicing and construction of mass transportation facilities and operations. We applaud the President's programs in the area of mass transportation and his continued support of them as evidenced by his announced determination to use the lucrative highway trust fund for mass transportation purposes.

You may feel free to use this statement as you deem most beneficial to our Administration. We are also prepared to do whatever else you feel would be helpful, including speaking engagements when this matter is discussed, press releases, conferences, etc.

Sincerely,

A handwritten signature in blue ink, which appears to read "Bill", is written over the typed name.

William H. Brown III
Council of Black Appointees

Honorable Kenneth R. Cole, Jr.
Director of the Domestic Council
The White House - West Wing
Washington, D. C. 20500

THE WHITE HOUSE
WASHINGTON

EXECUTIVE

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TN2

LG/Deaver

FG25

FLANIGAN, Robert M.

March 21, 1973

MEMORANDUM FOR

ROGER S. ADKINS

FROM.

PETER M. FLANIGAN

I very much appreciate your prompt and in-depth reply to my brother's query. I emphasize again that this is not an attempt on my part to influence any decision, but merely to ensure that queries are directed to the appropriate office.

RECEIVED
MAR 28 1973
CENTRAL FILES

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EXECUTIVE

TN2

FG234

FG25-5

PR8-1

Anderson, Stank

THE WHITE HOUSE

WASHINGTON

March 23, 1973

MEMORANDUM FOR

CRAIG GOSDEN

FROM:

DANA G. MEAD

SUBJECT:

WMATA PROBLEM WITH THE FAA
AT WASHINGTON NATIONAL AIRPORT
X

I have gone ahead and sent a memorandum to Bud Krogh at Transportation which should give him sufficient leverage within his own department to lever some action on the part of the FAA and get this thing moving.

The really nasty part of this whole things is that after beating the local governments over the heads for two years and accusing them of all kinds of foot dragging, we finally got them moving only to have the Federal Government delay the thing because of a bureaucratic fight. I talked to Alex Butterfield at the briefing yesterday morning and I have him looking into it from his end. I think it is partially a sandbag by his bureaucracy since he wasn't even aware of the issue, yet it is one of the hottest ones the FAA has and surely one of the hottest local issues around. You might just pass on this information to Ken in case it would come back to him somewhere along the line in talking to people around the city.

I will let you know how we do on this thing within the next week or so.

RECEIVED

APR 26 1973

CENTRAL FILES

THE WHITE HOUSE
WASHINGTON

3/20/73

TO: DANA MEAD
FROM: CRAIG GOSDEN

FYI _____

Do you recommend any action
on the attached at this time?

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

950 South L'Enfant Plaza, S.W., Washington, D. C. 20024

MAR 19 1973

Board of Directors

STANLEY J. ANDERSON
District of Columbia
Chairman

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Maryland
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Virginia
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and Comptroller*

DELMER ISON
Secretary-Treasurer

JOHN R. KENNEDY
General Counsel

ROY T. DODGE
*Chief of Design
and Construction*

The President
The White House
Washington, D. C. 20500

Mr. President:

The Board of Directors of the Washington Metropolitan Area Transit Authority wishes to bring to your attention an impasse which threatens to defeat the objective of Metro transit service to the Washington National Airport by the time of the Nation's Bicentennial Observance.

Following several years of planning and discussion, it became apparent that the ability of the Authority to reach the Airport by May 1, 1976 could not be assured without a timely decision on the method of construction. To that end, and in the interest of a saving in construction cost of some \$30 million, your Office requested the Secretary of Transportation last April to have the Federal Aviation Administration issue the necessary land use permits to allow the construction of an aerial structure through the Airport property.

Following upon that decision, the Authority awarded a contract for the construction of the Crystal City Station and route segment which terminates on the Airport property. Meanwhile, design of the Airport Station was undertaken. We are now at the point where the contractor on the Crystal City job has notified the Authority that he will file a claim of \$400,000 because of inability to obtain access to the Airport property. We are planning to award a contract for a portion of the Airport structure in the early future to better assure service to the Airport by the time of the Bicentennial Observance.

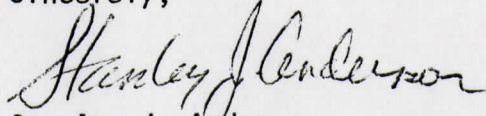
Inasmuch as your Bicentennial message of February 4, 1972 directed the Secretary of Transportation to coordinate



The President
Page 2

interagency actions to supplement the subway lines to be in service in 1976 with other public transportation, it is difficult to understand the unwillingness of the FAA to allow construction of Metro to proceed on the required schedule. Since it now appears that we have exhausted our efforts to obtain voluntary FAA cooperation, we are requesting once again the intervention of your Office in the resolution of this unfortunate impasse.

Sincerely,



Stanley J. Anderson

sufficient funding to provide an improved level of service where that service is being utilized. We believe the Administration's funding meets that need.

Thank you for writing on this important matter.

Sincerely,

Kenneth R. Cole, Jr.
Director, Domestic Council

Honorable Wendell R. Anderson
Governor
State of Minnesota
St. Paul, Minnesota

Dear Governor Anderson:

The President has asked me to thank you for and to respond to your recent letter regarding AMTRAK.

As you know, during its first twenty months of operating nearly all the Nation's intercity rail passenger services, AMTRAK has been able to reverse a ten-year trend of declining rail ridership in the markets it serves. In the long run the AMTRAK experience will determine what the role of intercity rail service should be in a balanced transportation system.

The Secretary of Transportation has reported that passenger response to the improved service which AMTRAK now provides has been encouraging in most parts of the country. The President, therefore, transmitted to the Congress a budget to meet its operating needs. An additional \$100 million in loan guarantee authority is available to support its capital improvement program in Fiscal Year 1974 for cars and locomotives and new or modernized stations. This \$100 million for loan guarantees in Fiscal Year 1974 is in addition to \$100 million in loan guarantees available to AMTRAK in Fiscal Years 1972 and 1973.

The issue then, is not to reduce Federal support for AMTRAK, but rather to assure the Corporation has sufficient funding to provide an improved level of service where that service is being utilized. We believe the Administration's funding meets that need.

Thank you for writing on this important matter.

Sincerely,

Kenneth R. Cole, Jr.

Honorable Wendell R. Anderson
Governor
State of Minnesota
St. Paul, Minnesota

THE WHITE HOUSE OFFICE

REFERRAL

To: Domestic Council
Attention: James Falk

Date: March 26, 1973

ACTION REQUESTED

- ☐ Draft reply for:
☐ President's signature.
☐ Undersigned's signature.
- ☐ Memorandum for use as enclosure to reply.
- ☐ Direct reply.
- ☐ Furnish information copy.
- ☒ Suitable acknowledgment or other appropriate handling.
- ☐ Furnish copy of reply, if any.
- ☐ For your information.
- ☐ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☒ Letter: ☐ Telegram: ☐ Other:

To: The President

From: Governor Wendell R. Anderson, Governor of Minnesota, St. Paul, Minn.

Date: 3/23/73

Subject: Urges reinstate current AMTRAK appropriation and provide 1974 funding at level that will insure continued growth of passenger train service in the U.S.

By direction of the President:



Michael B. Smith
Staff Assistant

rah

(Copy to remain with correspondence)



WENDELL R. ANDERSON
GOVERNOR

STATE OF MINNESOTA

OFFICE OF THE GOVERNOR

ST. PAUL 55155

March 23, 1973

IF
NM
MAR 27 REC'D

The Honorable Richard M. Nixon
President
White House
Washington, D. C.

Dear President Nixon:

I am concerned by recent reports that federal funds allocated for the support of passenger train service are being withheld and that 1974 appropriations for this service have been set far below the present level of support.

The protection of passenger train service is essential to the continued economic development of this country. Inter-city passenger trains contribute significantly to a reduction in highway and airport congestion and provide an inexpensive means of travel for those persons unable to afford car or air travel.

I strongly urge you to reinstate the current AMTRAK appropriation and to provide 1974 funding at a level that will insure the continued growth of passenger train service in the United States.

Sincerely,

Wendell R. Anderson
Wendell R. Anderson

WRA:cl

cc: E. E. Berglund, Chairman and
State Legislative Director
United Transportation Union



Design and Production Incorporated

6001 FARRINGTON AVENUE, ALEXANDRIA, VIRGINIA 22304

(703) 751-5150

April 20, 1973

Mr. Wilbur H. Jenkins
Administrative Officer
The White House
1600 Pennsylvania Avenue, N. W.
Washington, D. C. 20500

Dear Mr. Jenkins:

A recent test which we conducted for the U.S. Department of Transportation and the Washington Metropolitan Area Transit Commission revealed that by helping workers in medium and high density employment areas to form and maintain car pools, the number of single occupancy cars dropped from 25% to 8% and the number of people riding in car pools increased from 35% to 71% (see pages 12 to 15 of the accompanying report).

The savings in fuel and parking spaces in the Washington area can be well imagined. The reduction in air pollution would also be a boom to the residents and working force in the Metropolitan area. Please read this report in its entirety to learn what might be done in your area to help your employees save money, avoid frustrations and illness brought on by heavy air pollution.

The pilot model of the ^xTransportation Information Center is currently located in the FAA Building at 7th and Independence on the 1st floor below street level. The receptionist will be able to direct you, should you desire to see one of these units working on location.

These units can be purchased in their entirety or in any variation you might desire. When the Metro system becomes operational this information can be incorporated into the bus routing units as the two are meant to be compatible.

If you have any additional questions or if I can be of service in any way, please call on me any time.

Very truly yours,

DESIGN AND PRODUCTION INCORPORATED

Channing Smith
Account Executive

Enclosures filed in
Oversize Attachments #

11581

Channing Smith

RECEIVED
APR 26 1973
CENTRAL FILES

cg
April 26, 1973

EXECUTIVE

TN2

ST30

FC6-11-1

ARMSTRONG, ANNE

Dear Ms. ^xSmith: *Marjorie J.*

Thank you for your letter of March 12, 1973, and your kind words regarding my participation at the Republican National Convention.

I asked the Urban Mass Transportation Administration's Office of Program Operations for information about the bus study referred to in your letter, since that office is responsible for Federal funds supporting the study. It sounds like an important effort. I am informed that UMTA is anxious to see included in major studies like this one a work element specifically addressing the transit needs of special user groups -- defining them, delineating their geographic distribution and developing service recommendations consistent with comprehensive plans. I surmise that this is what you intend.

I also inquired about research reports which might be useful to you in thinking through the elements of the study. Published information on this subject is scarce, but there are two reports which might be useful to you:

1. "Travel Barriers-Transportation Needs of the Handicapped" Abt Associates for the Department of Transportation, Office of the Assistant Secretary for Policy, Plans and International Affairs. (A copy of this report will be sent to you by the UMTA staff.)
2. "Accessibility of the Metropolitan Washington, D.C. Public System to the Handicapped and Elderly" by Abt Associates for the Department of Transportation, Office of the Assistant

RECEIVED

APR 28 1973

CENTRAL FILES

Secretary for Environment, Safety and Consumer Affairs.
(This report has not yet been published, but the Department
would have no objection to your contacting Abt Associates
direct for a copy. You may correspond with Ms. Holly
Kinley, 55 Wheeler Street, Cambridge, Massachusetts
02138.)

I hope this information will be helpful to you.

Sincerely,

Mrs. Tobin Armstrong
Counsellor to the President

Ms. Marjorie J. Smith
Executive Assistant to the Commissioner
State of New Jersey
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

14
ALA:k



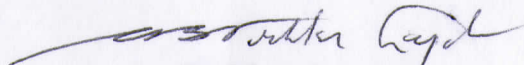
OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

APR 20 1973

MEMORANDUM FOR: Mrs. Anne Armstrong
Counsellor to the President

Subject: Letter from Marjorie J. Smith dated March 12, 1973, regarding information which could be helpful in extending public transportation to the elderly, handicapped and under 16 years of age.

Enclosed per your request is a suggested reply to Ms. Marjorie Smith's letter of March 12, 1973.


A. B. Virkler Legate
Executive Secretary

Enclosures

D R A F T

Ms. Marjorie J. Smith
Executive Assistant to the Commissioner
State of New Jersey
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Dear Ms. Smith:

Thank you for your letter of March 12, 1973, and your kind words regarding my participation at the Republican National Convention.

I asked the Urban Mass Transportation Administration's Office of Program Operations for information about the bus study referred to in your letter since that Office is responsible for Federal funds supporting the study. It sounds like an important effort. I am informed that UMTA is anxious to see included in major studies like this one a work element specifically addressing the transit needs of special user groups--defining them, delineating their geographic distribution, and developing service recommendations consistent with comprehensive plans. I surmise that this is what you intend.

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I hope this information will be helpful to you.

Sincerely,

Anne Armstrong
Counsellor to the President

THE WHITE HOUSE OFFICE

REFERRAL

3830

To: Department of Transportation

Date: March 16, 1973

ACTION REQUESTED

- ☒ Draft reply for:
____ President's signature.
☒ Undersigned's signature.
____ Memorandum for use as enclosure to reply.
____ Direct reply.
____ Furnish information copy.
____ Suitable acknowledgment or other appropriate handling.
____ Furnish copy of reply, if any.
____ For your information.
____ For comment.

NOTE

Prompt action is essential.

If more than 48 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☒ Letter: _____ Telegram: _____ Other: _____

To: Mrs. Anne Armstrong

From: Marjorie J. Smith

Date: March 12, 1973

Subject: Information which could be helpful in extending public transportation to the elderly, handicapped and under 16 years of age.

By direction of the President:

Mrs. Anne Armstrong
Counsellor to the President



JOHN C. KOHL
COMMISSIONER

MAR 15 1973

STATE OF NEW JERSEY

DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE
TRENTON, N.J. 08625

March 12, 1973

Mrs. Anne Armstrong
Special Counselor to the President
The White House
Washington, D. C.

Dear Mrs. Armstrong:

Yesterday, I read with great interest the attached article which appeared in the Newark-New Jersey Sunday Star Ledger regarding your new position with the Administration. I noted that you are not only a political advisor to the President, but also have had several other projects assigned to you.

Before assuming my present position three years ago, I was Executive Secretary to the New Jersey Federation of Republican Women, which position I held for 18 years. I had the privilege of attending the 1960, 1964 and 1968 Republican National Conventions as a member of the New Jersey staff and I must admit that I was quite homesick as I watched on television the 1972 Republican National Convention held in Miami. I do, however, wish to take this opportunity to tell you how much I admired your ability and conduct while watching you on television that week. You were certainly most relaxed and seemed so enthusiastic at all times. I am sure you will be a real asset in your new position.

I am writing to you at this time to request your advice and hopefully your assistance on a recent project which has been assigned to me. The New Jersey Department of Transportation is presently conducting a Bus Study in order to preserve and extend public transportation within our State. Needless to say, I am very much interested in obtaining all available information which could be helpful in extending public transportation to the elderly, handicapped and under 16 year olds. These groups are a prime interest to us at this time. As you undoubtedly know, New Jersey is a Corridor

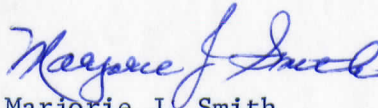
- continued -

State situated about midway between Washington and Boston in the Northeast travel corridor and is the state of residence for many workers and visitors to two of the nations largest cities, New York and Philadelphia. Its location has contributed to the fact that it leads as a state of manufacturing, industry and economic growth. Those residents under 16 and over 65 years of age constitute between 37 and 45 percent of the total resident population in the State.

As stated above, and because of the admiration which I have for your ability and interest, I have taken the liberty of writing to you with the thought that perhaps you might be able to forward some interesting ideas or suggestions which I am sure would be beneficial to the success of our Study.

With kindest regards and looking forward to hearing from you, I remain,

Sincerely,

A handwritten signature in blue ink, appearing to read "Marjorie J. Smith". The signature is fluid and cursive, with the first name "Marjorie" being more prominent.

Marjorie J. Smith
Executive Assistant to the Commissioner

Mrs. Armstrong ignoring Martha's barbs

By HELEN THOMAS

WASHINGTON (UPI) — Anne Armstrong, first woman to hold cabinet rank in the Nixon Administration, is digging in her heels at her White House job and ignoring public criticism from Martha Mitchell.

Mrs. Armstrong drew fire for appointing to her staff Jill Ruckelshaus, the wife of the director of the Environmental Protection Agency. Mrs. Mitchell regards Mrs. Ruckelshaus, a women's lib advocate, as "far out." And she told Mrs. Armstrong that. "I'd just as soon not talk about that," Mrs. Armstrong said in an interview. "I consider Martha my friend, and

when asked whether her appointment was presidential "tokenism," to appease women's groups who complain that Nixon has not tapped enough females for top-strata posts.

"Nothing could be further from the truth," she said. "I feel like I'm climbing a ladder. I think we're going

to see success in the domestic field."

"I love the job," she said. "I think the most rewarding thing to me is that I have found no roadblocks. I have found an unusually open reception (at the White House). I'm treated completely as a person. I've never been talked down to."

How does she get along with H. R. Haldeman, the White House chief of staff who is both admired and feared by some presidential aides?

"Very well," she said. "Her frustrations stem from having to 'start from scratch' and 'being a student for awhile' as she tries to become an instant expert in

her various fields of responsibility."

"Having to learn ropes," she explained. "I'm really a neophyte."

She lives in a fashionable apartment hotel near the White House and a limousine picks her up in the morning. She meets with her own staff at 7:15 a.m., and then goes

into staff meetings with other presidential advisers. She often eats lunch at her desk, and works till 8 or 10 p.m.

She said she has seen the President "8 or 10 times" since she took the job, and has had no trouble seeing him about her problems.

While other White House advisers have had to pare their staffs, Mrs. Armstrong has had a free hand to add the people she needed.

"I've got a weekend, either in Washington or Texas."

As political adviser to Nixon, she will try to make together the "new major" that gave him his latest re-election, including, she said, the blue collar workers, Spanish-Americans, Southern and Southern voters. She is in daily contact with GOP man George Bush in search for "good candidates" for the congressional race.

She sees her husband every

weekend, either in Washington or Texas.

Mrs. Armstrong is a strong supporter of all the President's programs, and particularly the "new federalism."

"I believe it is a sound concept and will be the dominant theme of this administration," she said. "In the next four years he can well become the President who gave the government back to the people."



Anne Armstrong
'I'm not worried'

even friends can disagree at times. We disagree on this matter."

Mrs. Armstrong quietly the

Mrs. Armstrong ignoring Martha's barbs

By HELEN THOMAS

WASHINGTON (UPI) — Anne Armstrong, first woman to hold cabinet rank in the Nixon Administration, is digging in her heels at her White House job and ignoring public criticism from Martha Mitchell.

Mrs. Armstrong drew fire for appointing to her staff Jill Ruckelshaus, the wife of the director of the Environmental Protection Agency. Mrs. Mitchell regards Mrs. Ruckelshaus, a women's lib advocate, as "far out." And she told Mrs. Armstrong that.

"I'd just as soon not talk about that," Mrs. Armstrong said in an interview. "I consider Martha my friend, and

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While other White House advisers have had to pare their staffs, Mrs. Armstrong has had a free hand to add the people she needed.



Anne Armstrong
'I'm not worried'

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Mrs. Armstrong quietly has been engaged in the uphill battle of pushing the equal rights amendment through the state legislatures, by talking to local officials, writing letters and sending telegrams.

"I'm not worried about its ultimate adoption," she said, "but I am worried about getting it through this year."

At the same time, she said she is trying to follow President Nixon's policy of "not meddling in state affairs."

A brunette with bright blue eyes and a size 10 figure (kept by dieting), Mrs. Armstrong, 45, was appointed as counselor to the President at the start of Nixon's second term.

After serving two years as cochairman of the Republican National Committee, she was packing her belongings and preparing to move back home to Armstrong, Texas, where her husband, Tobin Armstrong, runs the 50,000-acre family ranch. Then the President asked her to join his staff.

Both her husband and her five children urged her to take the job.

From the outset, Nixon felt it was "important" that Mrs. Armstrong's duties go far beyond the advancement of women.

She now is a political adviser to Nixon, and his liaison with Gov. Nelson Rockefeller's study on the directions the nation should take in its third century. She also has had piled on her shoulders the promotion of Nixon's pet "new federalism"; special revenue sharing; the cost of living council; the bicentennial celebration; youth programs; and acting as liaison with Spanish-speaking groups.

If that is not enough, there are indications she also may add her voice to foreign policy.

Mrs. Armstrong rears a big

PRESERVATION COPY

COMMUNITY DEVELOPMENT LEGISLATIONThe Better Communities Act

This legislation was submitted and introduced in the Congress on April 19. It provides \$2.3 billion commencing July 1, 1974 and replaces seven out-moded categorical programs, including Urban Renewal, Model Cities and Basic Water and Sewer Grants, provides money to cities, counties and states in a flexible formula base distribution to be applied as they best see fit to their community development problems.

The Disaster Preparedness and Assistance Act of 1973

This act which was introduced in Congress earlier this week (May 8) is designed to expand the role of communities and states in determining priorities of disaster assistance. It expands the Federal Flood Insurance Program and is designed to consolidate and simplify disaster relief activities.

Department of Community Development Act

This act provides for a new department which would bring together the major federal activities involved in community development and would include the HUD programs, the rural development programs, the highway and urban and mass transit programs, and disaster assistance programs, now residing in other departments of the Federal Government.

The Federal Aid Highway Bill

This bill is presently in a joint Senate House Conference. Every effort should be made to bring the bill out of conference with funding levels and programs that meet the real transportation needs of the country. One of these essential programs is the President's proposal to permit portions of the Highway Trust Fund to be used for mass transit.

Urban Mass Transit Assistance Act

This act increases the contract authority of urban mass transit from \$3.1 billion to \$6.1 billion and increases the Federal Government's share of the cost for urban mass transit improvement projects.

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May 21, 1973

NATIONAL GRANGE

Dear Mr. Scott: ^x John W.

W. 16VR Thank you for sending me a copy of your letter to Congressman Mills in support of H. R. 3150.

The economic burdens imposed on disabled workers by high transportation costs, due to their inability to use ordinary public means of transportation have been recognized and we realize that the excessive costs could deter some handicapped people from seeking gainful employment. The Department of Transportation once estimated that more than 100,000 handicapped persons are locked into unemployment by lack of accessible transportation facilities. If they could be made mobile, they would generate estimated annual earnings of more than \$452 million, thereby reducing welfare costs by \$49 million and increasing Federal income tax revenues by \$39. In view of the enormity of the transportation difficulties as they relate to employment opportunities of the handicapped, we are in sympathy with the aims of H. R. 3150.

The existence of social and environmental barriers, it seems to us, should not be ameliorated by tax deductions--or compensated for by tax exemptions--but by attacking directly the heart of the problem. Inaccessible public transportation is the real offender provoking this situation, and so the solution lies in mounting a massive effort to design our various transportation systems so that they accommodate the needs of handicapped (and elderly) persons.

I am extremely pleased that such government offices as The President's Committee on Employment of the Handicapped and Social and Rehabilitation Services have been spearheading this drive to make public transportation accessible to the handicapped. The Department of Transportation is firmly committed to seeing that designs of future transit facilities consider the mobility limitations of the severely handicapped. As a part of the Administration's overall initiatives to afford the handicapped equal economic and mobility opportunities, that Department is intensifying its efforts

EXECUTIVE

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Central
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LA 2-3

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June 19, 1973

Dear Mr. Scott: *John W.*

NATIONAL GRANGE

Thank you for sending me a copy of your letter to Congressman Mills in support of H.R. 3150. The economic burdens imposed on disabled workers by high transportation costs, due to their inability to use ordinary public means of transportation, have been recognized and we realize that the excessive costs could deter some handicapped people from seeking gainful employment.

In our judgment the solution is to attack directly the heart of the problem rather than an indirect solution such as a tax exemption or deduction. Inaccessible public transportation is the real offender provoking this situation, and so we are continuing our efforts to help design transportation systems so that they accommodate the needs of handicapped (and elderly) persons.

I am extremely pleased that such government offices as The President's Committee on Employment of the Handicapped and Social and Rehabilitation Services have been spearheading this drive to make public transportation accessible to the handicapped. The Department of Transportation is firmly committed to seeing that designs of future transit facilities consider the mobility limitations of the severely handicapped. As a part of the Administration's overall initiatives to afford the handicapped equal economic and mobility opportunities, that Department is continuing its efforts to address this problem in several ways without, in anyway infringing upon the authority and responsibilities of state and local officials. The attached digest of demonstration and research projects sponsored by the Department of Transportation, together with its past year summary, gives you

RECEIVED
JUN 21 1973
CENTRAL FILES

EXECUTIVE

PA13-1/ST43

CM29

TN2

July 11, 1973

Dear Mr. Rollins:

The President has received your letter enclosing the copy of the resolution adopted by the Texas Mass Transportation Commission. He appreciates your courtesy in bringing this expression of views to his attention.

With the President's best wishes,

Sincerely,

Roland L. Elliott
Deputy Special Assistant
to the President

Mr. Albert W. Rollins
Chairman

X Texas Mass Transportation Commission
1013 San Jacinto
Austin, Texas 78701

hja

INTERIOR: Attn: Duke Ligon

JUL 18 1973

COPY OF ACKNOWLEDGMENT SENT

④ +

EXECUTIVE

ME3-3/LG/SAN FRANCISCO

FG23

TN2

LG/SAN FRANCISCO

July 27, 1973

The One Hundredth Anniversary of the famed cable car system of San Francisco is a landmark in the history of transportation in our country.

An international tourist attraction, the picturesque cable car has an important place in the development of our urban transportation system.

Americans everywhere appreciate the pride of the people of San Francisco on this occasion, and it is on their behalf that I offer my sincere congratulations to those who commemorate one of the most charming symbols of our nation's past.

RICHARD NIXON

Approved by L. F. Dave Gergen

STATEMENT SENT TO: (Air Mail/Special Delivery)

Mr. Hans Klussmann
Chairman

X San Francisco Cable Car
Centennial Committee
77 Beale Street
San Francisco, California 94106

cc: Honorable Caspar Weinberger

RN:Hasek:sar

CC: R.M. Woods/J. Warren/W. Phelan/E. Hasek/CE

Re 'd by: Mr. Klussman and Secy Weinberger

Approved by: Dave Gergen

Event: Aug. 2-12, 1973

RECEIVED

JUL 30 1973

DENTAL

EXECUTIVE

EG 165
WE 10-2
TH 2
PR 1

August 3, 1973

Dear Mr. Smith:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman of Madison.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,

101

Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

Mr. Weber L. Smith, Jr.
President
First Wisconsin National Bank
of Madison
1 South Pinckney Street
Madison, Wisconsin 53701

RECEIVED

AUG 9 1973

CENTRAL FILES

EXECUTIVE

FB 145 (3)

August 3, 1973

TH 21
Per August 3, 1973

Dear Mr. Zeder:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman of Dallas.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,

101
Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

x
Mr. Fred M. Zeder, II
Chairman of the Board
x Hydrometals, Inc.
1400 Expressway Tower
Dallas, Texas 75206

16

RECEIVED
AUG 9 1973
CENTRAL FILES

EXECUTIVE

FC 165

10-10-73

TH 2

Pe 1

August 3, 1973

Dear Mr. Smith:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman of Miami.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,

Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

X
Mr. R. Smith, Managing Partner
Peat, Marwick, Mitchell & Company
1000 Brickell Avenue
Miami, Florida 33131

RECEIVED

AUG 9 1973

CENTRAL FILES

EXECUTIVE

(3)

FG 165
WE 10-2
TT 12
PR 1

August 3, 1973

Dear Mr. Hydrick:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman of Columbus.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,



Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

x
Mr. Robert D. Hydrick, Venture Manager
Royal Crown Cola Company
1000 - 10th Avenue
Columbus, Georgia 31901

16

RECEIVED
AUG 9 1973
CENTRAL FILES

FC-165
WE10-2
TN2
PRI

August 3, 1973

Dear Mr. Helies:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman of Waterbury.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,



Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

Mr. John C. Helies, President
Scovill Manufacturing Company
99 Mill Street
Waterbury, Connecticut 06702

16

RECEIVED
AUG 9 1973
CENTRAL FILES

EXECUTIVE

FC 11/5

WE 10-2

TTY2

PR 1

August 3, 1973

Dear Mr. Parish:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman of Kalamazoo.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,

KRC

Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

Mr. Preston S. Parish
Vice Chairman of the Board
The Upjohn Company
7000 Portage Road
Kalamazoo, Michigan 49002

RECEIVED

AUG 9 1973

CENTRAL FILES

EXECUTIVE (3)

FE 165

11-10-7

TN2

PR1

August 3, 1973

Dear Mr. Gardner:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman for North Central Ohio.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,

Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

Mr. Carl H. Gardner
Plant Manager
Fisher Body Division, GMC
2525 W. Fourth Street
Mansfield, Ohio 44906

16

REC'D

AUG 9 1973

CENTRAL FILES

EXECUTIVE

FG-165

OK 10-11

TH 12

PR 1

August 3, 1973

Dear Mr. Edison:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman of St. Louis.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,

Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

Mr. Bernard A. Edison, President
X Edison Brothers Stores, Inc.
Post Office Box 14020
St. Louis, Missouri 63178

RECEIVED

AUG 9 1973

CENTRAL FILES

August 3, 1973

Dear Mr. Diekmann:

The President has asked me to express his gratitude for the excellent job you have performed for the National Alliance of Businessmen as Metro Chairman for Evansville.

Your dedication and leadership in the JOBS program have made it possible for a sizeable number of disadvantaged people to be given an opportunity to earn a decent living as a first step toward becoming self-respecting and self-sustaining members of our society.

I can add little to the warm praise bestowed on you by your colleagues, except to say that although your formal responsibilities have ended, we hope you will continue to support this endeavor.

Sincerely,

Kenneth R. Cole, Jr.
Deputy Assistant to the President
for Domestic Affairs

Mr. Gilmore F. Diekmann
General Manager
Evansville Appliance Division
Whirlpool Corporation
Highway 41, North
Evansville, Indiana 47727

Aug 9 1973

CENTRAL FILES

BB



August 17, 1973

EXECUTIVE
FA4
ST
LG
FG25
FG
HI2
TN2

Dear Mr. Asplund:

Last Monday while signing the Federal-Aid Highway Act of 1973, the President said, "This Act represents a significant extension and reform of the Federal Highway program. For the first time since enactment of the program, States and localities will have the flexibility they need to set their own transportation priorities."

Since this is the single most important piece of legislation that the Department of Transportation has been called upon to administer and is one which constitutes a step forward toward the New Federalism, the President wanted you to have the additional information which I have enclosed. I hope you will find it helpful.

Sincerely,

James H. Falk
Associate Director
Domestic Council

Mr. John Asplund
Chairman
Greater Anchorage Area Borough
Anchorage, Alaska 99501

Enclosures

JHF:mr
3

Green copies used for name file
White " " " " LG's or ST"

September 5, 1973

EXECUTIVE

~~SP3-148~~

PR 16-2

TH/2

Dear George:

It was good to hear from you, and your very positive response to my August 22 Press Conference was most encouraging.

Your support at this time reaffirms my belief that faith in our country continues to be strong, and that the people of the Nation -- who have contributed so much to the progress of mankind -- will help this Administration to achieve the great goals we seek for America and for the world.

With appreciation and best wishes,

Sincerely,

RN

Mr. George D. Rowan
300 Rowan Building
Los Angeles, California 90013

RN:RMW:RP:mvm
P-589

October 5, 1973

Dear Bill:

Just wanted to say how much I admired your courageous leadership on the Urban Mass Transit Subsidy issue the other day.

I know it took real guts with the Minneapolis Trib locking down your throat. Although we lost that battle, I think we shall win the war.

With best wishes, I am

Sincerely yours,

Vernon C. Loen
Special Assistant to
the President

Honorable Bill Frenzel^x
House of Representatives
Washington, D. C. 20515

RECEIVED

OCT 5 1973

CENTRAL FILES

EXECUTIVE

FAH

TN2

October 5, 1973

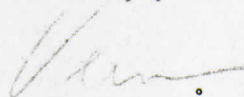
Dear Frank:

Those were good solid South Dakota votes you cast on the Urban Mass Transit Subsidy the other day.

Looks like this is one of those times when you would have good justification to stick with us in sustaining the anticipated veto.

With kind personal regards, I am

Sincerely yours,



Vernon C. Loen
Special Assistant to
the President

Honorable Frank E. Denholm^x
House of Representatives
Washington, D. C. 20515

RECEIVED

OCT 6 1973

CENTRAL FILES

gali

QCC *①*
EXECUTIVE
FG150
TN5

SERVICE DATE
OCTOBER 10, 1973

ORDER

INTERSTATE COMMERCE COMMISSION

EX PARTE NO. 281

INCREASED FREIGHT RATES AND CHARGES, 1972
(Paper Waste, Textile Waste)

In the Matter of Extension of Time to Comply

PRESENT: Virginia Mae Brown, Commissioner, to whom the above-entitled matter has been assigned for action thereon.

It appearing, That on September 18, 1973, the Commission entered its order herein requiring the respondents to eliminate specified matters from certain tariff items on or before 35 days from the date of service of that order; and that the said order was served on September 28, 1973,

It further appearing, That the respondents, by wire of October 2, 1973, have requested an extension of the 35 days to 41 days to obtain necessary tariff filing authority from all lines involved; therefore,

It is ordered, That the time for compliance with the order of September 18, 1973, be, and it is hereby, changed to 41 days from the date of service of that order, September 28, 1973.

Dated at Washington, D. C., this 2nd day of October 1973.

By the Commission, Commissioner Brown.

ROBERT L. OSWALD
Secretary

(SEAL)

~~CONFIDENTIAL~~
EXECUTIVE

FAH
TN/2

October 12, 1973

Dear Mr. Howard:

I would like to acknowledge and thank you for your letter to the President urging that he approve the recently passed Urban Mass Transportation Assistance Act.

I was pleased to pass along your letter to him so that he will know of your views when this legislation reaches his desk for his consideration.

With kind regard,

Sincerely,

Max L. Friedersdorf
Deputy Assistant
to the President

Honorable James J. ^XHoward
House of Representatives
Washington, D. C. 20515

✓ bcc w/incoming to Ken Cole - for appropriate handling
✓ bcc w/incoming to Bill Timmons - for your information

MLF:EF:jk

RECEIVED

OCT 15 1973

CENTRAL FILES

EXECUTIVE

PR 13-2/Rochester
FA 4
TN 2

October 17, 1973

Dear Mr. Calvaruso:

The President has received the copy of the resolution adopted by the Rochester City Council. He appreciates your courtesy in letting him know of this action.

With best wishes,

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Edmund A. Calvaruso
City Clerk
31 City Hall
Rochester, New York 14614

DOT

OCT 19 1973

cc of reply and original incoming to James Falk. Sent

b11

RECEIVED
OCT 18 1973
CENTRAL FILES

13
COPY OF ACKNOWLEDGMENT SENT

3

FAH
TN2
~~LC/Trenton~~

7

Date: October 24, 1973

 X Draft reply for:
 President's signature.
 X Undersigned's signature.

 Memorandum for use as enclosure to
 reply.

 Direct reply.
 Furnish information copy.
 Suitable acknowledgment or other
 appropriate handling.
 Furnish copy of reply, if any.
 For your information.
 For comment.

October 20, 1957 **NOTE**

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS: bill, which provides \$800 million in federal assistance over the next two years for public transportation operating expenses, is critical to the continued operation of a county bus system which serves the City of Trenton at a reasonable cost to our citizens. Without Federal subsidies public transit

Description: g will inevitably continue to increase since a falling operating deficits can not possibly be fully subsidized by

X 1 Letter: 11/10/54 Telegram: Other:

To: The President
From: Honorable Arthur J. Holland, Mayor, Trenton, New Jersey
Date: October 20, 1973
Subject: Mass Transportation Assistance Act

Spres to correct. The City is presently conducting a federally
funded study to investigate ways of increasing mobility in the
downtown area through mass transit. Without the availability
of Federal operating funds, the study is not feasible. By direction of the President:

By direction of the President:

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

RECEIVED
OCT 25 1973
CENTRAL FILES

(White House File Copy)

October 25, 1973

Dear Phil:

Thank you very much for your letter concerning operating subsidy for mass transit and especially for your very considerable efforts in attempting to defeat this measure. We are in complete accord with your strong objection to H. R. 6452 and as indicated by Secretary Brinegar's letter to Jerry Ford, which I am attaching, that Bill is not acceptable to the Administration.

You can be assured that we will continue to work with you in opposition to categorical grant programs providing operating subsidies for mass transit. We will indeed continue to rely on the arguments that you and your colleagues presented in the "Minority Views" portion of the Committee report on H. R. 6452.

Again, I wish to express the Administration's--and my personal--appreciation for your counsel and support in this matter.

Sincerely,

Melvin R. Laird
Counsellor to the President
Domestic Affairs

Attachment

Honorable Phillip M. Crane
House of Representatives
Washington, D. C., 20515

Chron
Subject

MAD:ac

THE WHITE HOUSE OFFICE

REFERRAL

EXECUTIVE

FA4

TN21

LC/Carol Gables

To: A. Virkler Legate
Executive Secretariat
Department of Transportation

Date: October 30, 1973

ACTION REQUESTED

- ☐ Draft reply for:
- ☐ President's signature.
- ☐ Undersigned's signature.
- ☐ Memorandum for use as enclosure to reply.
- ☒ Direct reply.
- ☒ Furnish information copy.
- ☐ Suitable acknowledgment or other appropriate handling.
- ☐ Furnish copy of reply, if any.
- ☐ For your information.
- ☐ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☒ Letter: ☐ Telegram: ☐ Other:

To: The President

From: Mayor Robert B. Knight of Coral Gables, Fla. and K. H. Allyn, Finance Dr.

Date: October 16, 1973

Subject: The need for operating subsidies in Coral Gables, Fla.

By direction of the President:

Michael Raoul-Duval

Staff Assistant to the President

Domestic Council

RECEIVED

OCT 31 1973

CENTRAL FILES

(White House File Copy)

American Transit Association

465 L'ENFANT PLAZA WEST, S. W., WASHINGTON, D. C., 20024

(202) 484-5410

ROBERT T. POLLOCK
JACK R. GILSTRAP
P. J. MEINARDI

President
Vice President
Treasurer

Founded



1882

ROBERT SLOAN Executive Vice President

November 1, 1973

EXECUTIVE
CM 29
TN 2
FG 6-25
BE 4-37

The Honorable John A. Love
Director of Energy Policy Office
Room 145
Executive Office Building
Washington, D. C. 20500

Dear Governor Love:

Members of the American Transit Association, representing both bus and rail modes of urban mass transportation, carry over 85% of those who use public mass transportation throughout the country.

We appreciate having the opportunity to attend today's meeting, and hope to provide you with information concerning the alarming effects of the tremendous diesel fuel crisis on urban mass transportation.

In the past few days transit systems across the nation have been informed that diesel fuel supplies have been curtailed, starting today.

Let us cite some examples. Ohio was the first state heard from with the startling news that its cities were receiving curtailment notices ranging from a high of 50% in Cincinnati, 30% in Canton and Youngstown, 25% in Toledo and Cleveland, to 12% in Columbus.

Then the other areas started to report: Northern Kentucky 50%; Buffalo 30%; Peoria and Champaign-Urbana, Illinois, 25%; Los Angeles 19%; Miami 18%; and Oakland and Minneapolis 10%.

The sad fact of transit life is this, it will be a long hard winter for the nation's 7 billion transit riders if the fuel crisis is not alleviated now.

Curtailment of diesel fuel supplies would, obviously, necessitate a like curtailment in transit service having a devastating effect in two areas.

One, transit riders would be forced back into their automobiles not only compounding the energy crisis, but adding to the pollution and congestion problems as well.

RECEIVED
NOV 5 1973
CENTRAL FILE

November 2, 1973

Dear Mr. Russell:

I appreciate your conveying to me your thoughts concerning the special needs of the physically handicapped.

You may be sure that your interest and your message become integral parts of the evaluation process as we seek best possible solutions to our energy problems.

Sincerely,

John A. Love
Assistant to the President

Mr. Harold Russell
Chairman
The President's Committee on
Employment of the Handicapped
Washington, D. C. 20210

MO/sac

November 15, 1973

Dear Senator Tunney:

Thank you for communicating to us your interest and concern about the distillate fuel situation.

As you probably know, the regulations for a mandatory allocation of middle distillate fuels became effective November 1, 1973.

Although supplies may not meet one hundred percent of demand, it is hoped that this program will contribute to a more equitable distribution of available supplies.

Administration of this program is the sole responsibility of the Office of Oil and Gas. The Energy Policy Office will be playing no administrative role. In order that the Office of Oil and Gas may respond to questions, requests, and problems with a minimum of delay, please direct communications to:

Distillate Division
Office of Oil and Gas
Department of the Interior
Post Office Box 19247
Washington, D.C. 20036

Sincerely,

John A. Love
Assistant to the President

Honorable John V. Tunney
United States Senator
Washington, D.C. 20515

JAL:M.Olson:bse

Cm29

FG234

TNR

November 15, 1973

Dear Mr. Moore:

Thank you for your letter of November 12.

Administration of the petroleum programs are the sole responsibility of the Office of Oil and Gas. The Energy Policy Office will be playing no administrative role. For this reason, I am forwarding your correspondence to them for handling and response.

Sincerely,

John A. Love
Assistant to the President

Mr. Jerry A. Moore, Jr.
Chairman, Board of Directors
Washington Metropolitan Area
Transit Authority
950 South L'Enfant Plaza, SW.
Washington, D.C. 20024

ML0:dle

15

RECEIVED
NOV 16 1973
CENTRAL

EXECUTIVE

PR 13-2/Cayuga County
FA 4
TN 2

November 16, 1973

Dear Miss Longley: of passed work on the primary and secondary highway systems in hundreds of billions of dollars, and every penny counting in the

The President has received the copy of the resolution adopted by the Cayuga County Legislature. He appreciates your courtesy in letting him know of this action. completion of this Interstate System is years behind schedule, now therefore be it

With best wishes,

RESOLVED, that the Highway Trust Fund be used for work on the primary and secondary roads and on the existing Interstate System of highways, and be it further

Sincerely,

RESOLVED, that a separate Public Transportation Fund be established to provide for the transit progress vitally necessary in the metropolitan areas of our nation, so that Roland L. Elliott, Special Assistant to the President

RESOLVED, that copies of this resolution be forwarded to President Nixon, to United States Senators Javits and Buckley, to the members of Congress representing New York State, and to Governor Nelson A. Rockefeller.

Miss Flossie Longley
Clerk
Cayuga County Legislature
County Office Building
Auburn, New York 13021

rs

cc of reply & incoming to James Falk.

SENT

RECEIVED
NOV 19 1973
CENTRAL FILES

November 17, 1973

NOV 20 1973

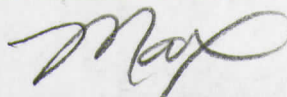
Dear Jim:

I would like to acknowledge and thank you for your November 15 letter to the President urging that consideration be given to a national freeze on transit fares, and that the Federal government match the funds already being provided by localities in order to encourage more people to use public transportation.

It is useful to have your views on this very important subject, and you may be assured that your letter will be called to the attention of the President and his appropriate advisors.

With kind regard,

Sincerely,



Max L. Friedersdorf
Deputy Assistant
to the President

The Honorable James J. Delaney
House of Representatives
Washington, D.C. 20515

✓ bcc: with incoming to Governor Love - FYI

bcc: with incoming to Dana Mead - for appropriate handling

MLF:EF:ki

RECEIVED
NOV 23 1973
CENTRAL FILES

EXECUTIVE

UT

CM29

TN2

LC/East Lansing

November 21, 1973

Dear Mr. Mayor

Thank you for your wire of November 14.

Administration of the petroleum programs are the sole responsibility of the Office of Oil and Gas. The Energy Policy Office will be playing no administrative role. For this reason, I am forwarding your correspondence to them for handling and response.

Sincerely,

John A. Love
Assistant to the President

Honorable Wilbur Brookover
Mayor of East Lansing
East Lansing, Michigan 48823

ML0:dle

RECEIVED
NOV 27 1973
CENTRAL FILES

November 26, 1973

Dear Mr. Mayor:

President Nixon and I appreciate your expression of support for the Energy Conservation Program.

Plans can be developed in Washington, but without the active support of people, businesses and State and local governments across the country, the program would be meaningless.

You are to be commended for your efforts.

Best wishes,

Sincerely,

John A. Love
Assistant to the President

The Honorable Leo E. Howell
Mayor
Hayward, California 94541

JAL:cak

November 26, 1973

Dear Mr. Mayor:

President Nixon and I appreciate your expression of support for the Energy Conservation Program.

Plans can be developed in Washington, but without the active support of people, businesses and State and local governments across the country, the program would be meaningless.

You are to be commended for your efforts.

Best wishes,

Sincerely,

John A. Love
Assistant to the President

The Honorable Guy Mammolite
Mayor
Franklin, Pennsylvania 16323

JAL:cak

EXECUTIVE

UT
HI 3
UTR
TNR

LG/Concord

November 26, 1973

Dear Mr. Mayor:

President Nixon and I appreciate your expression of support for the Energy Conservation Program.

Plans can be developed in Washington, but without the active support of people, businesses and State and local governments across the country, the program would be meaningless.

You are to be commended for your efforts.

Best wishes,

Sincerely,

John A. Love
Assistant to the President

The Honorable Daniel C. Helix
Mayor
Concord, California 94520

JAL:cak

RECEIVED
NOV 27
CENTRAL

5m/

November 27, 1973

3

EXECUTIVE

PR 13-2/Cincinnati
LG/Cincinnati
BE 4
TN 2

Dear Mr. Posey:

The President has received your letter enclosing the copy of the resolution adopted by the Cincinnati City Council. He appreciates your courtesy in bringing this expression of views to his attention.

With best wishes,

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Webster W. Posey
Clerk of Council
City Hall
Cincinnati, Ohio 45202

cc: of reply and original incoming to James Falk

DOT DEC 3 1973

olk

7

COPY OF ACKNOWLEDGMENT SENT

EXECUTIVE

UT

UT2

CM29

CM37

TN2

LB/Richmond

November 27, 1973

Dear Mr. Mayor:

President Nixon and I appreciate your expression of support for the Energy Conservation Program.

Plans can be developed in Washington, but without the active support of people, businesses and State and local governments across the country, the program would be meaningless.

You are to be commended for your efforts.

Best wishes,

Sincerely,

John A. Love
Assistant to the President

The Honorable Thomas J. Bliley, Jr.
Mayor of Richmond
Richmond, Virginia 23219

JAL:rah

15

RECEIVED
NOV 28 1973
LARGE 1113

November 27, 1973

EXECUTIVE

UT

H13

UT2

IN2

LG/Baton Rouge

Dear Mr. Mayor:

President Nixon and I appreciate your expression of support for the Energy Conservation Program.

Plans can be developed in Washington, but without the active support of people, businesses and State and local governments across the country, the program would be meaningless.

You are to be commended for your efforts.

Best wishes,

Sincerely,

John A. Love
Assistant to the President

The Honorable W. W. "Woody" ^XDumas
Mayor-President of Baton Rouge
and East Baton Rouge
Post Office Box 1471
Baton Rouge, Louisiana 70821

JAL:rah

RECEIVED
NOV 28 1973
CENTRAL FILES

CM 29
TN 2

November 30, 1973

Dear Mr. Chairman:

I would like to acknowledge and thank you for your November 29 letter to the President in which you urge that the Department of the Interior be directed to develop regulations which will insure that taxicabs are treated as an essential public transportation service for purposes of receiving fuel allocations. You also request that the Department of Transportation work with local governments to assist them in developing appropriate rules and plans to improve the fuel efficiency and to increase the passenger-carrying capacity of taxicab operations.

You may be assured that your letter will be called to the early attention of the President and his appropriate advisers.

With warm regard,

Sincerely,

Tom C. Korologos
Deputy Assistant
to the President

The Honorable Henry M. Jackson
Chairman
Committee on Interior and Insular Affairs
United States Senate
Washington, D.C. 20510

bcc w/incoming to Governor Love - for further reply, ASAP with a copy to this office, please

TCK:EF:jk

EXECUTIVE

CMR9

LAR

TN1-1

TN2

UT

December 3, 1973

Dear Senator:

I would like to acknowledge and thank you for your November 30 letter to the President, in which you and five of your colleagues urge that the government reduce its fuel consumption by one-third and suggest ways that this might be accomplished.

I am sure that your views and suggestions will be appreciated by the President and his advisors on energy matters, and I shall call your letter to their early attention.

With warm regard,

Sincerely,

Tom C. Korologos
Deputy Assistant
to the President

The Honorable James L. Buckley
United States Senate
Washington, D.C. 20510

bcc w/inc to Hal Eberle - for action by John Sawhill ✓

TCK:EF:jk

7

*Six (6) this attached
been copied used for name file*

RECEIVED
DEC 4 1973
CENTRAL FILES

EXECUTIVE

FA 4
TN 2
ST 25

December 10, 1973

Dear Governor Bond; Christopher S.

The President has asked me to respond to your letter concerning H. R. 6452 which would provide a two-year, \$800 million Federal categorical grant program of operating subsidies for mass transit. The Administration is firmly against this bill and Secretary Brinegar has advised the Congress that it will not be acceptable to the Administration.

Both H. R. 6452 and the companion Senate bill, S. 386, have been referred to a House-Senate Conference Committee. While the Administration is firmly committed to assisting urban mass transportation, we have consistently opposed any Federal categorical grant program of operating subsidies because we believe that they will not help address the urgent, fundamental financial and operating problems facing urban mass transportation.

Actions that affect mass transportation cannot be viewed in isolation from other actions that affect the shape and structure of the urban area. These other actions, most of which have historically been taken without consideration for their financial implications for mass transit, determine the need for transit and dictate the cost of an adequate transportation system.

The actual cost to a community of its transportation system depends, in part, upon its pattern of land use; how it controls traffic, including whether it grants priority to transit vehicles within the traffic flow; the supply and pricing of parking facilities for private automobiles; the fares and schedules it chooses for its system; and a host of other, purely local decisions and actions.

Only state and local governments can deal effectively with these issues on a metropolitan scale. In our view, the provision of any categorical grant operating subsidy program at the Federal level not only will fail to solve any of these problems but will also lessen the local pressures

RECEIVED

DEC 12 1973

GENERAL FILES

December 12, 1973

Dear Congressman Anderson:

On behalf of Governor Love, I thank you for your letter of November 13, 1973, expressing concern for your corporate constituent, the Southern California Rapid Transit District.

As you probably know, the new regulations for a mandatory allocation of middle distillate fuels are being issued today.

Although supplies may not meet one hundred percent of demand, it is hoped that this program will contribute to a more equitable distribution of available supplies.

Administration of this program is the sole responsibility of the Office of Petroleum Allocation. The Federal Energy Office will be playing no administrative role. In order that the Office of Petroleum Allocation may respond to questions, requests, and problems with a minimum of delay, please direct communications to your regional office.

Sincerely,

Marian L. Olson

(Dr.) Marian L. Olson
Federal Energy Office

Honorable Glenn M. Anderson

*MOSS, John
*WILSON, Charles H.
*DANIELSON, George
*WALDIE, Jerome R
*HAWKINS, Augustus
*JOHNSON, Harold
*SISK, Bernie
*REES, Thomas M.
*CLAWSON, Del
*BELL, Alphonzo
*RYAN, Leo J.
*ROYBAL, Edward R.
*VAN DEERLIN, Lionel

*CORMAN, James
*BURKE, Yvonne B.
*HANNA, Richard T.
*EDWARDS, Don
*BROWN, George E.
*HOLIFIELD, Chet
*LEGGETT, Robert L.
*MAILLIARD, Wm. S.
*GOLDWATER, Barry
*MOORHEAD, Carlos
*CLAUSEM, Don H.
*DELLUMS, Rohald V.
*BURGENER, Clair W.
*MCCLOSKEY, Paul N.

THE WHITE HOUSE OFFICE

REFERRAL

EXECUTIVE
TN 2
ST 32

To: A. B. Virkler Legate
Executive Secretariat
Department of Transportation

Date: December 12, 1973

ACTION REQUESTED

- ☒ Draft reply for:
____ President's signature.
☒ Undersigned's signature.
____ Memorandum for use as enclosure to reply.
____ Direct reply.
____ Furnish information copy.
____ Suitable acknowledgment or other appropriate handling.
____ Furnish copy of reply, if any.
____ For your information.
____ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☒ Letter: _____ Telegram: _____ Other: _____
To: The President ☒
From: Honorable John D. Caemmerer, New York State Senator
Date: November 26, 1973
Subject: Mass Transit Operating Subsidies

By direction of the President:

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

RECEIVED

DEC 13 1973

CENTRAL FILES



JOHN D. CAEMMERER
7TH DISTRICT
CHAIRMAN
COMMITTEE ON TRANSPORTATION

THE SENATE
STATE OF NEW YORK
ALBANY 12224

DISTRICT OFFICE
374 HILLSIDE AVENUE
WILLISTON PARK, N.Y. 11596

November 26, 1973

Honorable Richard M. Nixon
President of the United States
The White House
Washington, D.C.

Dear President Nixon:

Recently published reports predict that you will veto proposed legislation providing operating incentive grants to public transportation agencies.

Public transportation represents the most efficient method of moving people. Without fiscal support from all levels of government, however, it will not be able to meet the needs of people who accept your challenge to reduce their use of the automobile as one facet of achieving American independence from outside suppliers of fossil fuel.

New York State's transportation agencies face operating deficits of \$376 million in 1974. This State government and our local governments have been asked to help meet these deficits. The fare box alone can no longer meet the cost of public transportation. It is predicted that subway fares in the City of New York will rise from 35 cents to 60 cents each way and that fares on commuter railroads will rise by 70 percent.

Increases of this magnitude would severely hurt the economy of the metropolitan New York region. The reduction in ridership that would result in such increases would only sharpen the decline of public transportation as a vital public service.

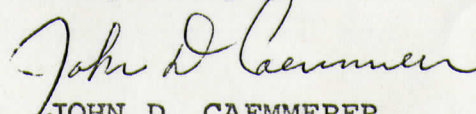
Honorable Richard M. Nixon
November 26, 1973
Page 2

Our connector highways between New York City and the suburban counties could not absorb the additional cars that would have to be used for commuting. Neither the streets nor the parking lots of the City of New York could accommodate the traffic that would be generated. The air pollution that would result from the massive traffic jams would choke the residents of this region and could cause death and disability to many. Finally, the increased fuel that would be required to carry additional thousands of workers to their jobs daily would certainly escalate the present energy crisis to catastrophic proportions.

Federal dollars must be available to help state and local governments meet the needs of more than eight million riders who use these facilities daily. Both Houses of Congress have recognized that transportation is as much a public service as police and fire protection or garbage removal and as such, must be supported by all levels of government.

I urge you to approve any legislation that reaches your desk to make funds available for operating subsidies for public transportation agencies. The need is urgent. Our time has run out. Please help save the public's transportation facilities of this Nation.

Very truly yours,


JOHN D. CAEMMERER
New York State Senator

JDC:gdj

ms
8
December 21, 1973

EXECUTIVE

TN5

ST32

FG6-15

TN2

3

Dear Mr. Hurd:

Thank you for your prompt response to my request for a copy of your press release concerning New York's mass transit fares. As I mentioned to you on the telephone last Friday, I would be delighted to meet with the Governor's representatives concerning our position on mass transit operating subsidies and other transportation issues at a mutually convenient time.

We look forward to continuing the dialogue between those of us in the Administration at the national level and New York officials who are concerned about these important transportation problems.

Best wishes for the holiday season.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

15
Mr. T. N. Hurd
Secretary to the Governor
State of New York
Executive Chamber
Albany, New York

RECEIVED

DEC 26 1973

CENTRAL FILES

THE WHITE HOUSE

WASHINGTON

January 2, 1974

EXECUTIVE

TN2
FA4

Lee Huebner ①

TO: MELVIN LAIRD
BRYCE HARLOW
BILL TIMMONS
MIKE DUVAL

FROM: LEE HUEBNER (Room 113 OEOB, ext. 2214)

Yet one more statement, this one a memorandum of disapproval concerning an amendment which relaxes the charter prohibition under the Urban Mass Transportation Act (H.R. 10511).

This is due in San Clemente today (Wednesday, January 2), so if you can have your comments back by 3 p.m. we will be grateful.

cc: Pam Needham
Bruce Kehrli
John Carlson

Lee -
Herewith, some
suggestions -
Bob Kehrli

sent 1/2/74 3:25 pm

RECEIVED
MAR 20 1974
CENTRAL FILES

(DOT)LH

January 2, 1974

PROPOSED VETO STATEMENT H R 10511, MASS TRANSPORTATION

regret that I cannot approve
I have decided to withhold my approval from H. R. 10511,

a bill "To amend the Urban Mass Transportation Act of 1964,
to permit financial assistance to be furnished under that act
for the acquisition of certain equipment which may be used for
charter services in a manner which does not foreclose private
operators from furnishing such service, and for other purposes."

Unfortunately *has revolved as to become* *In its favor,*
This bill *is* an anti-transit measure. *To be sure,* it would
facilitate the use of
enable Urban Mass Transportation monies to be used more easily

for the purchases of buses, by allowing such equipment to be used
for charter services. But, at the same time, *by* ~~it would~~ discouraging
States and localities from using the Federal-Aid Highway program
funds for mass transportation facilities and equipment, *it would* ~~thus~~
undermining the central achievement of the Federal-Aid Highway
Act of 1973.

Of *were* *applicable*
A H. R. 10511 would have been acceptable if it applied uniformly
to both the Federal-Aid Highway program and the Urban Mass
Transportation program. *I would gladly approve it.* *prescribes*
However, the bill would create different
standards for the two programs, thereby discouraging the use of
highway funds for the purchase of buses.

As we face gasoline shortages and an increasing demand for public transportation, we should ~~be making every effort~~ ^{do all we can} to ~~insure that~~ ^{afford} local officials ~~have~~ a genuine option to use Federal-Aid Highway funds to improve mass transit. I ~~am~~ withholding my signature from H. R. 10511 because ^{this legislation} ~~it~~ would ^{work directly against that objective} ~~have precisely the opposite result.~~

I urge the Congress to act early in the next session to relax the charter prohibition uniformly with respect to both the Federal-Aid Highway program and the Urban Mass Transportation program. If this action is taken promptly, no practical adverse effects will occur to our mass transit systems.

###

Date: December 29, 1973

Time 4:00 p. m.

JAN 02 1974 0950
FOR ACTION Melvin Laird
Dana Mead
✓ Bryce Harlow
Len Garment
Bill Timmons

cc (for information): Bruce Kehrli
Dave Gergen

FROM THE STAFF SECRETARY

DUE: Date: Monday, December 31, 1973

Time: 2:00 p. m.

SUBJECT: Enrolled Bill H. R. 10511 - Use of Buses Funded by UMTA
in Competition with Private Charter Buses

ACTION REQUESTED:

☐ For Necessary Action☒ For Your Recommendations☐ Prepare Agenda and Brief☐ Draft Reply☐ For Your Comments☐ Draft Remarks

REMARKS:

Do you concur with the OMB and DOT recommendation that the above mentioned bill (H. R. 10511) be vetoed?

1/2/74
Already decided
[Signature]

Please return to Kathy Jensen
West Wing

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately

CRAIG GOSDEN
For the President

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 10511 -- Use of buses funded
by UMTA in competition with private charter buses
Sponsor - Rep. Wright (D) Texas, Rep. Minish (D)
New Jersey and Rep. Stanton (D) Ohio

Last Day for Action

January 3, 1974 - Thursday

Purpose

Amends the Urban Mass Transportation Act of 1964 to relax the present stringent prohibition against an applicant for UMTA funds for the purchase of mass transit buses engaging in certain charter bus activities.

Agency Recommendations

Office of Management and Budget	Disapproval (Memorandum of Disapproval attached)
Department of Transportation	Disapproval (Memorandum of Disapproval attached)

Discussion

Section 164 (a) of the Federal-Aid Highway Act of 1973 (P.L. 93-87) contains a provision that flatly prohibits the Secretary of Transportation from providing financial assistance to localities for the purchase of buses under either the Urban Mass Transportation Act of 1964 or the Federal-Aid Highway Act unless the applicant agrees not to engage in charter bus service in competition with private bus operators outside of the area within which it regularly operates. If a single violation of that agreement occurs, the Secretary must permanently bar the recipient from any further such Federal assistance.

The original intent of Section 164(a) was to provide legitimate protection for private bus operators. However, its precise wording and the severe penalty it imposes (complete loss of funds for bus purchases under both acts) has had the effect of halting most Federal grants for transit bus purchases pending a change in the law.

The enrolled bill would relax the prohibition with respect to Mass Transit Act funds but would leave it in effect with respect to Highway Act funds. Under the amendment that would be made to the Urban Mass Transportation Act, the Secretary would be authorized to secure agreements from grant applicants providing fair and equitable arrangements to assure that Federal financial assistance will not enable subsidized public bus operators to compete unfairly with private operators in intercity charter bus service. The Secretary would be authorized to investigate formal complaints of violations of the agreement and take appropriate action if he determines a violation has occurred. He could, as a last resort, withhold any future federal funds for the purchase of buses.

The failure to provide a similar relaxation in the prohibition applicable to highway funds constitutes, in our judgment, a major deficiency in the bill. The Administration has consistently maintained the position that the restrictions on Federal funds for the purchase of buses should be uniform, whether or not the funds are provided under the UMTA program or the Federal-Aid Highway Program.

We believe that this deficiency in the bill warrants serious consideration of a veto on the basis of the arguments set out below.

Arguments in favor of disapproval may be summarized as follows:

- enactment of the bill would tend to undermine the Administration's successful efforts in the 1973 Federal-Aid Highway Act to provide for the use of highway funds for urban mass transit, especially for the purchase of buses.

- the Congress almost adopted a modification of section 164(a) which would have applied to both the UMTA funds and Highway funds. The Senate version of the bill was amended on the floor to apply to both UMTA and Highway funds and it passed by unanimous consent. The House insisted on its version, which applied to only UMTA funds. Under pressure for adjournment, the Senate finally agreed to the House version. With the assistance of a Presidential veto, Senator Baker and others favoring a modification of section 164(a) to apply to both funds could likely secure passage of such legislation.
- a delay in obtaining enactment of legislation covering both acts will have no practical effect on communities since there is a 9 to 12 month backlog on deliveries of ordered buses.

Arguments in favor of approval may be summarized as follows:

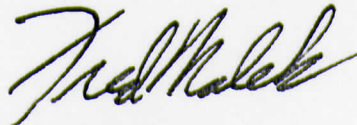
- approval would achieve half of the objective sought by the Administration and Congress can be pressed hard for the other half early in the next session.
- if signed, grant recipients could begin to order buses immediately under the UMTA program instead of awaiting further congressional action.
- Senator Baker and others are committed to using Federal-aid highway funds for mass transit as well as highways, and have called for further remedial legislation in the next session of Congress to eliminate the restrictions of section 164(a) on the Highway funds.
- a veto could be misunderstood at a time when the Administration is changing its public posture to more strongly favor mass transit to meet energy needs.

DOT in its letter recommending your disapproval of the enrolled bill points out that:

"We maintained that the prohibition should apply to recipients of funds under both the Federal-Aid Highway program and the UMTA program However, the enrolled bill . . . modifies the restrictions only as they apply to the UMTA program, leaving intact the burdensome penalties applicable to Federal-Aid Highway funds. In this way, H.R. 10511 would . . . discourage the use of Highway funds for the purchase of buses -- a provision which was one of the central achievements of the Federal-Aid Highway Act of 1973."

On balance, we concur with DOT's position and recommend that you withhold approval of H.R. 10511. In our judgment, this action would serve as an effective basis for seeking early congressional action to relax the present restrictions of section 164(a) of the Federal-Aid Highway Act.

DOT has drafted a memorandum of disapproval which is attached for your consideration. We have also prepared a memorandum of disapproval for consideration. In our memorandum your action is presented as dramatizing the need for proper action by Congress which, if promptly taken, will have no practical adverse effect.



Director

Enclosures

MEMORANDUM OF DISAPPROVAL

I have today withheld my approval from H.R. 10511, a bill "To amend the Urban Mass Transportation Act of 1964, to permit financial assistance to be furnished under that Act for the acquisition of certain equipment which may be used for charter services in a manner which does not foreclose private operators from furnishing such service, and for other purposes."

This bill is an anti-transit measure. It would have the effect of discouraging States and localities from using the Federal-Aid Highway program for mass transportation facilities and equipment, thus undermining the central achievement of the Federal-Aid Highway Act of 1973.

H.R. 10511 would have been acceptable if it applied uniformly to both the Federal-Aid Highway program and the Urban Mass Transportation program. However, the bill would create different standards for the two programs, thereby discouraging the use of highway funds for the purchase of buses.

As we face gasoline shortages and an increasing demand for public transportation, we should be making every effort to insure that local officials have a real option to use Federal-Aid Highway funds for mass transit. I am withholding my signature from H.R. 10511 because it would have precisely the opposite result.

2

I urge the Congress to act early in the next session to relax the charter prohibition uniformly with respect to both programs. If this action is taken promptly, no practical adverse effects will occur to our mass transit systems.

THE WHITE HOUSE

December , 1973



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

December 28, 1973

Honorable Roy L. Ash
Director
Office of Management and Budget
Washington, D. C. 20503

Dear Mr. Ash

This is in response to your request for the views of the Department on H.R. 10511, an enrolled bill

"To amend the Urban Mass Transportation Act of 1964 to permit financial assistance to be furnished under that Act for the acquisition of certain equipment which may be used for charter service in a manner which does not foreclose private operators from furnishing such service, and for other purposes."

H.R. 10511 would amend section 164(a) of the Federal-Aid Highway Act of 1973 to soften the restriction against the provision of charter bus service by recipients of federal financial assistance for the purchase of buses under the Urban Mass Transportation Program.

Section 164(a) now provides that no Federal financial assistance shall be provided to an applicant for purchase of buses under either the Urban Mass Transportation Act or the Federal-Aid Highway Act of 1973 unless such applicant and the Secretary of Transportation shall have first entered into an agreement that such applicant will not engage in charter bus operations in competition with private bus operators outside of the area within which such applicant provides regularly scheduled mass transportation service. The penalty for violation is debarment from further Federal assistance under either of the programs. In effect, section 164(a) forces transit operators to relinquish charter revenues for the duration of their operation if they wish to receive any federal capital grants for the purchase of buses.

The impact of section 164(a) has been to impede acceptance of bus purchase grants under the UMTA program and the Federal-Aid Highway program. Both the House and Senate have agreed that, although private charter bus operators require some protection from competition with public transit operators whose capital costs may be underwritten to some degree by federal grants, section 164(a) is unnecessarily burdensome. Recognizing that some degree of protection is appropriate, however, the public and private bus operators and the Department agreed upon the scheme contained in section 1(a) of H.R. 10511.

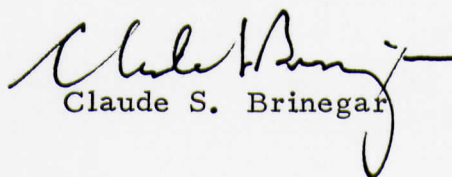
H.R. 10511 would require a grantee of federal funds for the purchase of buses not to engage in charter bus operations outside of the urban area within which it provides regularly scheduled service except in accordance with the terms of an agreement incorporating arrangements appropriate in the judgment of the Secretary to assure that the Federal financial assistance would not enable the grantee (or its agent-operator) to foreclose private operators from the intercity charter bus industry. H.R. 10511 would require the Secretary to prevent Federally subsidized public authorities from undercutting private charter bus operators, without placing him in the undesirable position of having to regulate the charter bus industry.

We maintained that the prohibition should apply to recipients of funds under both the Federal-Aid Highway program and the UMTA program. Such an approach was adopted in the bill passed by the Senate. However, the enrolled bill, which adopted the approach taken in the measure as originally passed by the House, modifies the restrictions only as they apply to the UMTA program, leaving intact the burdensome penalties applicable to Federal-Aid Highway funds. In this way, H.R. 10511 would place more onerous conditions on transit operators receiving funds under the Highway program than pursuant to the UMTA program. It thus would discourage the use of Highway funds for the purchase of buses -- a provision which was one of the central achievements of the Federal-Aid Highway Act of 1973.

If the President does not sign H.R. 10511, section 164(a) would remain in effect, impeding the acquisition of buses with funds under the UMTA and Federal-Aid Highway programs until Congress enacts a modification that applies uniformly to grants under both the UMTA and Highway programs. The Department believes this to be the best course.

The 1973 Federal-Aid Highway Act makes available \$780 million in fiscal year 1974 and \$800 million in each of the fiscal years 1975 and 1976 for the urban system program. Most of the potential grantees who would choose to use these funds for transit purposes will want grants for the purchase of buses. The increased demand that is likely to result from the fuel shortage makes it critical that the use of Federal-Aid Highway funds for transit be both easy and attractive. H.R. 10511 would work directly against that goal. Therefore, the Department recommends that the President not sign H.R. 10511.

Sincerely,



Claude S. Brinegar

VETO MESSAGE

I am withholding my signature from H.R. 10511.

This bill is an anti-transit measure. It would have the effect of discouraging states and localities from using the Federal-Aid Highway program for mass transportation facilities and equipment, thus undermining the central achievement of the Federal-Aid Highway Act of 1973. It is truly insidious because it purports to be a pro-transit measure.

H.R. 10511 would amend section 164(a) of the Federal-Aid Highway Act of 1973 to modify the harsh restrictions against the provision of charter bus service by recipients of Federal financial assistance for the purchase of buses. Section 164(a) now forbids a grantee to provide charter bus service outside of the area within which it provides regularly scheduled mass transportation service. H.R. 10511 would instead require the Secretary of Transportation to provide for fair and equitable arrangements appropriate in his judgment to assure that Federal financial assistance extended under the Urban Mass Transportation Act of 1964 would not enable the grantee to foreclose private operators from the intercity charter bus industry where private operators are willing and able to provide service. We all agree that the private operators need and deserve some protection against

competition by sometimes heavily-subsidized public operators. H.R. 10511 is an attempt to strike a balance between the interests of private enterprise and the interest of the public in allowing the mass transportation program to go forward.

H.R. 10511 would have been acceptable if it had applied uniformly to both the Federal-Aid Highway program and the Urban Mass Transportation program. However, the bill would leave section 164(a) in effect with respect to grantees of assistance for the purchase of buses under the Federal-Aid Highway Act of 1973, creating different standards for the two programs, the result of which would be to discourage the use of highway funds for the purchase of buses.

The 1973 Federal-Aid Highway Act makes available \$780 million in fiscal year 1974 and \$800 million in each of the fiscal years 1975 and 1976 for the urban system program. These funds are available now in urban areas for either highway or transit use. The Act also makes it possible for State and local officials to undertake non-highway mass transit projects under some circumstances instead of interstate highway system projects. As we face gasoline shortages and an increasing demand for public transportation, we should be making every effort to insure that local officials have a real option to use these Federal-Aid Highway funds for mass transit. I am withholding my signature from H.R. 10511

because it would have precisely the opposite result. I urge the Congress to act early in the next session to ease section 164(a) uniformly with respect to both programs.

BB
81274
THE WHITE HOUSE,
WASHINGTON

January 2, 1974

EX-100-111-1 (2)
FA4
TN2
CM37

MEMORANDUM FOR: THE PRESIDENT
FROM: KEN COLE
SUBJECT: CHARTER BUSES BILL

BACKGROUND

There are very strict statutory restrictions prohibiting mass transit companies from engaging in charter bus services with buses purchased with Federal funds. The purpose of the restriction is to protect private charter bus companies, but the effect has been to discourage transit companies from using Federal grant programs to buy buses because they badly need the charter revenue.

Two Federal programs provide funds for bus purchases: (1) the Urban Mass Transit Act, and (2) the Federal-Aid Highway Act of 1973. Enrolled Bill H.R. 10511 (see Tab A for Enrolled Bill memo) relaxes the present stringent prohibition against mass transit buses engaging in charter activities but only if the buses were purchased with UMTA funds; if Federal aid highway funds were used, the strict restriction would still apply.

Therefore, the effect of H.R. 10511 will be to discourage use of highway funds for buses thereby subverting the flexibility gained when your mass transit initiative was enacted as a part of the 1973 Highway Act.

OPTIONS AVAILABLE

1. Sign H.R. 10511 and seek additional legislation to apply the relaxation to buses funded from the highway program.
2. "Pocket" veto H.R. 10511 and seek new legislation covering both UMTA and highway funded buses.

THE WHITE HOUSE OFFICE

REFERRAL

EXECUTIVE

TN2
LC Joliet
FC 25

To: Virkler Legate
Executive Secretariat
Department of Transportation

Date: January 3, 1974

ACTION REQUESTED

- ☒ Draft reply for:
____ President's signature.
☒ Undersigned's signature.
____ Memorandum for use as enclosure to reply.
____ Direct reply.
____ Furnish information copy.
____ Suitable acknowledgment or other appropriate handling.
____ Furnish copy of reply, if any.
____ For your information.
____ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

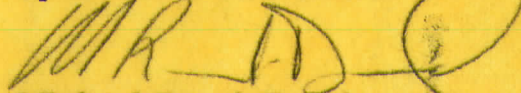
REMARKS:

Please draft response on substantive matter contained in Mayor Berlinsky's letter to Jerome Premo. Thank you.

Description:

☒ Letter: _____ Telegram: _____ Other: _____
To: Alexander Haig
From: Honorable Maurice Berlinsky, Mayor, Joliet, Ill.
Date: November 29, 1973
Subject: Joliet Mass Transit Authority
X

By direction of the President:



Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

RECEIVED

JAN 4 1974

CENTRAL FILES

THE WHITE HOUSE
WASHINGTON

Date December 28, 1973

TO: *Dona Mead*
JIM CAVANAUGH

FROM: JIM FALK *JF*

 For your information

✓ For your appropriate handling

 For your review and comment

 Return to me

 Return to file

 Return to central files

Comments:

*to DoR -
draft for my
signature - only
to substance of
attached letter
from Berlinaky
to Premo. D*

THE WHITE HOUSE
WASHINGTON

DEC 14 REC'D

December 13, 1973

TO: JAMES FALK

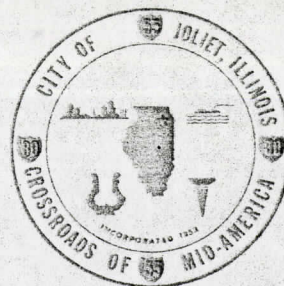
FROM: DAVID C. HOOPES

For appropriate handling and response
if appropriate.

Thank you.

OFFICE OF THE MAYOR
MAURICE BERLINSKY
MAYOR

CITY OF



JOLIET

150 WEST JEFFERSON STREET
WILL COUNTY, ILLINOIS 60431
TELEPHONE (815) 727-5401

CERTIFIED MAIL

November 29, 1973

General Alexander M. Haig, Jr.
United States Army
Quarters 8
Fort Lesley J. McNair
Washington, D. C. 20024

Dear General Haig:

I exercise the enclosed privilege after having been in your presence at the recent banquet honoring Ray Soden of Illinois, the new national Commander of the Veterans of Foreign Wars.

Further, I attended the recent VFW national convention in New Orleans, as a delegate of the Joliet VFW Cantigny Post, wherein I had the privilege of shaking President Nixon's hand.

Sincerely,

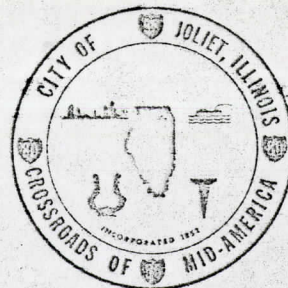
MAURICE BERLINSKY
Mayor

MB:mep

Enclosures

OFFICE OF THE MAYOR
MAURICE BERLINSKY
MAYOR

CITY OF



JOLIET

150 WEST JEFFERSON STREET
WILL COUNTY, ILLINOIS 60431
TELEPHONE (815) 727-5401

November 29, 1973

Mr Jerome C. Premo
Acting Associate Administrator
Office of Capital Assistance
Department of Transportation
Washington, D. C. 20590

Dear Sir:

Bluntly and to the point after two years of negotiations with the Department of Transportation, both the Chicago regional office and the Washington office, the trustees of the Joliet Mass Transit Authority are right back where they started -- no busses.

As we pointed out in our November 14, 1973 letter, three civilian trustees of the Joliet Mass Transit Authority have maintained a reliable, minimum public transportation service the past several years.

Further, with the energy shortage now that we are confronted with, the Joliet Mass Transit Authority is all that stands between a total breakdown of viable public transportation for the social and economic well being of Joliet and its environs; Joliet being the county seat of 250,000 citizens.

The tax dollars spent by the bureaucracy of the Department of Transportation, both in Chicago and Joliet examining and re-examining the application, and further failing to communicate to the extent of periods of six months is a dastardly blemish on the function of this Department.

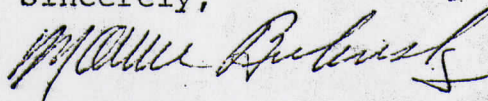
Mr. Jerome C. Premo
November 29, 1973
Page 2

From the point of view of one who has been in office approximately 15 years, the conduct of this Department is unequivocally a disaster relative to serving the municipalities and citizens that it was established to serve -- a case in point, responding to the needs of the City of Joliet through the Joliet Mass Transit Authority.

Whereas, the Joliet Mass Transit Authority should be in a position to serve the citizens of this community in a vital and effective manner with our public transportation, they will stand in shame before the citizens of this community solely as a result of the inefficiency of the personnel that the Department of Transportation has assigned to the Joliet project.

A copy of this letter is being forwarded to the White House. You have left us with no other alternative.

Sincerely,



MAURICE BERLINSKY
Mayor

MB:mep

cc: Joliet Mass Transit Authority Trustees
Mr. Ed Lawson
Congressman George M. O'Brien
Senator Adlai Stevenson III
Senator Charles Percy
News Media

Enclosures

ms

CF-Ken
GDSWED ③

THE WHITE HOUSE OFFICE

REFERRAL

To Dana Meach

Date: January 4, 1974

EXECUTIVE

FA4

TN2

ST-30

To: The Domestic Council
Attention: James Falk

ACTION REQUESTED

- ☐ Draft reply for:
- ☐ President's signature.
- ☐ Undersigned's signature.
- ☐ Memorandum for use as enclosure to reply.
- ☐ Direct reply.
- ☐ Furnish information copy.
- ☒ Suitable acknowledgment or other appropriate handling.
- ☐ Furnish copy of reply, if any.
- ☐ For your information.
- ☐ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

Letter: ☒ Telegram: ☐ Other: ☐

To: The President

From: William T. Cahill, Governor of New Jersey

Date: 1/3/74

Subject: Urging approval of H. R. 10511 -- Use of buses funded by UMTA in competition with private charter buses.

By direction of the President:

Roland L. Elliott
Special Assistant
to the President

cmf

JAN 13 1974
CENTRAL FILES

EXECUTIVE ②

FA4

TN2

. 3730

January 8, 1974

Dear Governor Cahill:

Thank you for your telegram and comments concerning H.R. 10511. The President gave a great deal of consideration to that bill but decided to withhold his approval for reasons stated in the attached Memorandum of Disapproval.

Basically, the bill is anti-transit because it effectively blocks the use of highway program funds for mass transit purposes. As you know, the Federal-Aid to Highway Act of 1973 contained the urban flexible fund provision permitting local and state officials to use highway funds for mass transportation purposes. The President could not permit this major accomplishment to be defeated by signing H.R. 10511.

Secretary of Transportation Brinegar is preparing new legislation which should be ready for the Congress within a week or so designed to relieve the charter bus restrictions for both UMTA and highway program funding. I hope we will be able to count on the support of the New Jersey delegation in speeding this necessary legislation through the Congress.

Sincerely,

Kenneth R. Cole, Jr.
Director
Domestic Council

*
Honorable William T. Cahill
Governor of New Jersey
Trenton, New Jersey

TN2
FG25-10
Kelly, Jack

January 9, 1974

Dear John:

Thank you for your letter concerning the Denver PRT project. I spoke with Frank Herringer at UMTA and he would like to meet with you to establish a relationship between UMTA and the Denver Regional Transportation District.

I have sent a copy of your letter to me over to Frank and he will be contacting you directly to set up a meeting in the near future.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

Mr. John D. Simpson
Executive Director
Regional Transportation District
56 Steele Street
Denver, Colorado 80206

RECEIVED
JAN 10 1974
CENTRAL FILES

January 9, 1974

MEMORANDUM FOR FRANK HERRINGER
 ADMINISTRATOR
 URBAN MASS TRANSIT ADMINISTRATION

FROM: MICHAEL RAOUL-DUVAL

SUBJECT: REGIONAL TRANSPORTATION DISTRICT
 DENVER, COLORADO

Per our conversation, here is a copy of John Simpson's letter to me requesting a meeting with you. As you can see from my response to Simpson, he expects to have a call from your office to set up a meeting in the near future.

Thanks very much.

Regional Transportation District

56 Steele Street
Denver, Colorado 80206
303/399-8140



January 4, 1974

Mr. Mike DuVal
Office of the Associate Director
Domestic Council
White House
Washington, D. C. 20504

Dear Mike:

Secretary Brinegar announced last July that the administration was providing \$ 8 million in the current fiscal year for the first phase of a PRT development project. Discussions during the past year have centered on undertaking the project at a site near Broomfield, Colorado. RTD was to acquire the land for the project, and DOT was to issue an RFP. To fulfill our responsibilities, the RTD Board took an option on suitable property at the Jefferson County Airport, in Broomfield. The option expires within the month, and cannot feasibly be renewed. We are, therefore, planning to exercise the option in good faith and the expectation that DOT will proceed with its issuance of the RFP in the very near future.

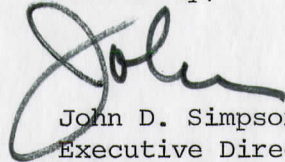
Jack Kelly, the Chairman of the RTD Board, will be sending Secretary Brinegar a letter informing him of our plans. I am somewhat fearful that the Secretary and perhaps Frank Herringer, neither of whom I have met, might come to regard RTD's correspondence as posturing for the public record. I think it would be helpful if they were to give Jack Kelly an opportunity to introduce me, which he is most anxious to do, and then I would be in a better position to deal directly with the DOT and UMTA staffs on a technical (and less emotionally charged) level. Mr. Kelly wrote to Frank Herringer requesting a meeting last month, but we have not yet had a reply. I also discussed the subject with Jerry Premo during my visit to UMTA over the holidays.

Mr. Mike DuVal
Page two

January 4, 1974

Anything you can do to help me open the doors and get our relationships on a cooperative plane will be appreciated. I recognize the demands which are now being placed on all the DOT senior officials, but I do hope we can meet with them sometime in January.

Sincerely,



John D. Simpson
Executive Director

JDS/nah

P.S. Dana Head told me he had also contacted Henniger suggesting a meeting, but nothing's come of it yet.

January 11, 1974

Dear Mayor Hoover:

Thank you for your telegram and comments concerning H. R. 10511. The President gave a great deal of consideration to that bill but decided to withhold his approval for reasons stated in the attached Memorandum of Disapproval.

Basically, the bill is anti-transit because it effectively blocks the use of highway program funds for mass transit purposes. As you know, the Federal-Aid Highway Act of 1973 contained the urban flexible fund provision permitting local and state officials to use highway funds for mass transit transportation purposes. The President could not permit this major accomplishment to be defeated by signing H. R. 10511.

Secretary of Transportation Brinegar is preparing new legislation which should be ready for the Congress within a week or so designed to relieve the charter bus restrictions for both UMTA and highway program funding. I hope we will be able to count on your support in speeding this necessary legislation through the Congress.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

Honorable Clo Hoover
Mayor of Santa Monica
Santa Monica, California

THE WHITE HOUSE
WASHINGTON

January 11, 1974

Dear Phil:

I appreciate receiving your thoughts concerning the Administration's position on operating subsidies for mass transportation. I want to assure you that we are not changing our basic position on this issue and the comments you refer to by Secretary Brinegar are consistent with our philosophy on this subject.

We still strongly oppose any categorical grant program of operating subsidies for mass transportation. We are totally in agreement with the thrust of your letter that such a program would constitute an unacceptable drain on the federal taxpayer, involve the Federal Government in purely local decision making and not cure the transportation problems afflicting our major cities. While we have consistently opposed such a categorical grant program, we have also taken the position that state and local officials should have maximum flexibility in solving their own transportation problems. Thus, in 1971 the President proposed Special Transportation Revenue Sharing, which would have provided substantial sums of money to our states and cities to be used in accordance with their decisions on how best to solve their transportation problems. Such funds could have been used for operating and capital costs.

Although the Administration is not thinking of going back to such a special transportation revenue sharing proposal at this time, Secretary Brinegar and the White House are considering a more flexible use of our urban transportation money. Although the President has not made any final decision, the proposals which are being put together in this area are consistent both with our basic revenue sharing philosophy and with the position we took on the urban flexible fund in the 1973 Federal-Aid to Highway Act. In both cases the intent was to provide maximum flexibility at the local level.

The critical point here is that we will not back away from our opposition to a categorical grant program of operating subsidies. That would force states and communities to either use the funds for operating subsidies or lose them, thus constraining their flexibility, remove all incentives to hold down escalating transit costs and certainly not contribute to solving the basic transit difficulties. However, a broad based flexible program requiring the local leaders to make decisions between capital and operating expenditures, between highway and transit and other tradeoffs will result in greater transportation efficiencies and better balance between the transportation modes.

I would be delighted to have a member of my staff discuss this with you in greater detail if you desire.

Best wishes for the new year.

Sincerely,

Melvin R. Laird
Counsellor to the President
for Domestic Affairs

Honorable Philip M. Crane
House of Representatives
Washington, D.C. 20515

EXECUTIVE
TN2
K
2
THE PRESIDENT HAS SEEN....

BB
THE WHITE HOUSE
WASHINGTON

January 21, 1974

MEETING WITH SECRETARY CLAUDE S. BRINEGAR
Tuesday, January 22, 1974
3 PM (15 minutes) Oval Office

From: Ken Cole

I. PURPOSE

To discuss the new mass transit legislation which you will transmit to Congress early next month. This meeting will demonstrate your continuing interest in improving urban transportation, especially in the context of current petroleum shortages.

II. BACKGROUND, PARTICIPANTS AND PRESS PLAN

- A. Background. This will give you the opportunity to congratulate the Secretary for legislative accomplishments over the past year. The Secretary will brief you on a major mass transit initiative which is being developed as a part of your 1974 legislative proposals. While this will be your first meeting with Secretary Brinegar in the Oval Office other than ceremonial occasions, it is yet another example of your meeting individually with the members of your Cabinet on State of the Union initiatives.
- B. Participants. Secretary Brinegar and Ken Cole.
- C. Press Plan. Ollie Atkins photo; meeting will be announced.

III. TALKING POINTS

- A. I am pleased with our 1973 record of legislative accomplishments in the transportation field. The Federal-Aid Highway Act and Regional Rail Reorganization Act (involving the Penn Central and other bankrupt Northeast railroads) are the most significant. To what extent are the states and cities taking advantage of the new flexibility under the Highway Act and using their highway program funds for mass transit?

- B. I understand that our new transit proposal will combine urban highway funds with the Urban Mass Transportation Administration (UMTA) capital grant program and permit states and cities to choose between urban highway and mass transit projects with limited funds for operating expenses. How is this legislation shaping up? Have you sounded out congressional reaction?
- C. Congress is likely to quickly pass the so-called Minish bill (Joseph G. Minish (D-N. J.)) which would provide \$800 million over two years for a mass transit operating subsidy grant program. Do you think that our new transit proposal will help us get the necessary votes to sustain my veto if that becomes necessary?
- D. Much of the transportation industry -- especially aviation -- has been hurt economically because of petroleum shortages. Have our efforts to ameliorate the adverse economic impact achieved satisfactory results?
- E. When I discussed transportation with you and George Shultz last year, I referred to the need for a statement of National Transportation Policy. How are you coming with this?

THE WHITE HOUSE
WASHINGTON

File

January 22, 1974

MEMORANDUM FOR: KEN COLE
FROM: MIKE DUVAL 
RE: President-Brinegar Meeting

BACKGROUND

The last time Secretary Brinegar met with the President -- other than as a member of a group -- was at Camp David last year with Shultz and JDE also present. Today's meeting will be Brinegar's first substantive, Oval Office meeting.

OBJECTIVES

I see two objectives of the meeting:

- (1) To give Brinegar some credit in the President's eyes for a good year legislatively and in the management of DOT. The meeting will also enhance Brinegar's credibility.
- (2) To expose the President to the transit initiative proposed for the SOTU. If successful the President can refer to the initiative -- at leadership meetings and the like.

QUESTIONS AND POINTS FOR YOU

If the meeting bogs down, here are subjects you may wish to raise:

RECEIVED
MAR 14 1974
CENTRAL FILES

- A) The transit initiative was discussed at a meeting of the Domestic Council's Transportation Policy Development Committee. The funding levels stated in contract authority (authorizations) are:

FY 75	\$2.5 Billion
FY 76	\$2.6 Billion
FY 77-80	\$2.7 Billion

As mentioned by Jim Lynn, this compares with the total Better Communities Act funding level of \$2.3 billion.

POINT FOR THE PRESIDENT: This transit initiative will have an authorized level of \$2.3 Billion in FY 75, rising to \$2.7 Billion in FY 77. This compares to a total of \$2.3 per year for BCA. Thus, we are talking about a very significant funding level.

- B) In addition to the urban portion of UTAP, there is a provision to provide transit assistance to rural areas -- communities under 50,000.

QUESTION FOR BRINEGAR: How have the minority leaders of the congressional committees involved reacted to this? (Answer: Very favorably.)

- C) Our Transportation Improvement Act of 1974 will be transmitted to Congress shortly after the SOTU. It will modernize federal economic regulations for railroads, provide \$2 billion in loan guarantees for capital improvements to all railroads and \$35 million for DOT to develop a freight car locator system.

QUESTIONS FOR BRINEGAR:

- 1) What will be the congressional reaction to the Transportation Improvement Act?

2) If enacted, will this help other railroads to avoid bankruptcy like the Penn Central?

3) Do you plan other regulatory reform -- such as with the motor carriers.

I-66:

Bryce Harlow and I discussed what the appropriate response should be if I-66 comes up. This is a controversial Northern Virginia highway project of approximately 10 miles from the Beltway into the District. The following federal agencies have opposed it on environmental grounds: EPA, CEQ, HUD and DOT's environmental chief - General Davis.

Senator Bill Scott (R-Va.) is adamant that it should be built. He threatened to resign his Senate seat if Brinegar decides against this project. As a practical matter, the environmentalists will probably win this one and, in any case, Brinegar is likely to decide against construction.

If the subject comes up (hopefully it will not) you should point out that two Republicans, Bill Scott and Governor Godwin campaigned on the issue that I-66 should be built. They certainly are entitled to a fair hearing before the Secretary but there are very difficult objections because of tough environmental laws involving the taking of park lands. You are confident that Secretary Brinegar will give both sides a fair hearing.

San Pres 1/22/74

THE WHITE HOUSE

WASHINGTON

SCHEDULE PROPOSAL

Date: January 10, 1974

From: Mike Duval

Via: Dave Parker

MEETING: With Claude Brinegar, Secretary, DOT

DATE: January 14 or 15, 1974

PURPOSE:

- (1) To demonstrate the President's personal involvement in developing a transportation initiative for the SOTU designed to expand and improve mass transit for energy and environmental reasons.
- (2) To permit Secretary Brinegar to meet, one-on-one with the President on a substantive issue.

FORMAT: Oval Office
Secretary Brinegar
20 minutes

SPEECH MATERIAL: Talking points to be prepared by Mike Duval.

PRESS COVERAGE: Announced at daily press briefing. Ollie Atkins photo.

STAFF: Dana Mead/Mike Duval

RECOMMENDED BY: Melvin Laird, Ken Cole and Dana Mead

BACKGROUND: Secretary Brinegar has never met alone with the President. Such a meeting will go a long way to enhancing the Secretary's credibility and effectiveness in pushing Administration positions.

Also, we are developing a major transportation initiative for the SOTU -- the single urban transportation (block grant) program. This meeting will help underscore the President's role as the ultimate decision maker concerning the substance of this legislative proposal.

29

THE WHITE HOUSE OFFICE

EXECUTIVE (2)

REFERRAL

THO
LC/FAYETTE

To: Mr. A. B. Virkler Legate
Office of the Secretary of Transportation
Department of Transportation

Date: February 5, 1974

ACTION REQUESTED

- ☒ Draft reply for:
☐ President's signature.
☒ Undersigned's signature.

☐ Memorandum for use as enclosure to reply.

☐ Direct reply.
☐ Furnish information copy.

☐ Suitable acknowledgment or other appropriate handling.
☐ Furnish copy of reply, if any.

☐ For your information.

☐ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☐ Letter: ☒ Telegram: Other:

To: Mr. Kenneth R. Cole, Domestic Council of the President
From: Charles Evers, Mayor, Town of Fayette, Mississippi
Date: January 29, 1974
Subject: Request for assistance in developing rural transportation system in Fayette, Miss.

2

By direction of the President:

Michael Raoul-Duval
Staff Assistant to the President
The Domestic Council

RECEIVED

FEB 6 1974

CENTRAL FILES

Town Of Fayette, Mississippi

C. EVERS, MAYOR

MRS. A. D. BALLARD, TOWN CLERK

Fayette, Mississippi
39069

ALDERMEN:

H. CHAMBLISS

J. GALES

MRS. D. A. HUMPHREY

R. W. KING

W. T. TURNER

January 29, 1974

Mr. Kenneth R. Cole
Domestic Council of the President
Assistant for Unified Transportation
Program
The Executive Office Building
1600 Pennsylvania Avenue
Washington, D.C.

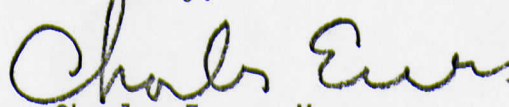
Dear Mr. Cole:

Enclosed is a copy of a letter by me to Mr. Al Linhares. As you will see I am attempting to develop a rural transportation system, and have been given your name as an avenue of approach.

My question to you is: What can you tell me about the possibilities of the Unified Transportation Program including other than metropolitan or thickly populated areas? Is there a possibility that small villages and towns of under 2000 population could sponsor a transportation system, securing vehicles and/or assistance for operations under the program?

Any assistance you can give me will be deeply appreciated.

Sincerely,


Charles Evers, Mayor

CE:bjm

Enclosure

Town Of Fayette, Mississippi

C. EVERS, MAYOR
MRS. A. D. BALLARD, TOWN CLERK

Fayette, Mississippi
39069

ALDERMEN:
H. CHAMBLISS
J. GALES
MRS. D. A. HUMPHREY
R. W. KING
W. T. TURNER

January 29, 1974

Mr. Al Linhares, Director
Research and Development Policies
U. S. Department of Transportation
Washington, D.C.

Dear Mr. Linhares:

At the suggestion of Dr. Byron Chew and Dr. Robert Smith of the Mississippi Research and Development Center, I am writing to you with reference to our need for developing a rural transportation system to serve the area around Fayette, Mississippi.

Fayette is classified rural non-farm by the U. S. Department of Agriculture, and is the county seat of Jefferson County, Mississippi. The citizens of the county are caught not only by the squeeze of poverty, but also by the fuel shortage and energy crisis. There are students who would be able to attend college as day students at the nearby state schools, Alcorn Agricultural and Mechanical College, at Lorman, Mississippi; the University of Southern Mississippi Resident Center at Natchez, and Copiah-Lincoln Junior College, Natchez branch. These students while too poor to attend as on-campus residents, could enroll as fulltime students if they could go back and forth every day.

In addition to this need, the difficulties of our senior citizens in receiving services they are entitled to, because they can't get to them, would be alleviated by a transportation system such as the one we envision. The same goes for the sick and afflicted.

If you have any information concerning the possibilities of such a development, please advise my office as soon as possible.

Yours very truly,

Charles Evers, Mayor

MEMORANDUM OF INFORMATION FOR THE FILE

DATE

2/5/74

EXECUTIVE

PR 7-1

KG/new York

TN 2

Rochefeller
Nixon
Lindsay
John

LETTER, MEMO, ETC.

TO:

The President

FROM:

James Falk

SUBJECT:

Meeting with
Abraham Beame
Mayor of New York City

Special File

CORRESPONDENCE FILED CENTRAL FILES - CONFIDENTIAL FILE

29
THE WHITE HOUSE OFFICE

EXECUTIVE (2)

REFERRAL

TN2
LG/GREENVILLE

To: Mr. A. B. Virkler Legate
Office of the Secretary
Department of Transportation

Date: February 5, 1974

ACTION REQUESTED

- ☒ Draft reply for:
☐ President's signature.
☒ Undersigned's signature.
☐ Memorandum for use as enclosure to reply.
☐ Direct reply.
☐ Furnish information copy.
☐ Suitable acknowledgment or other appropriate handling.
☐ Furnish copy of reply, if any.
☐ For your information.
☐ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

Letter: ☒ Telegram: Other:

To: The President, The White House

From: Charles Sivley, Mayor, City of Greenville, Texas

Date: January 31, 1974

Subject: Amtrak service for Greenville, Texas, via St. Louis-Laredo route.

2
By direction of the President:

Michael Raoul-Duval
Staff Assistant to the President
The Domestic Council

RECEIVED

FEB 6 1974

CENTRAL FILES

1
Dana Mead

Transportation
City of Greenville

Growing GREENVILLE



Greenville, Texas 75401

January 31, 1974

The President
The White House
Washington, D. C. 20000

Dear Mr. President:

As an elected official I have had an opportunity to see government in action. I believe that through vigilance and hard work we can have fairness and justice in our democracy. A democracy must, however, consider the public. This letter is to inform you of recent activities in our community that have failed to bring about a fair and just decision.

Greenville, Texas has tried every avenue short of writing you, Mr. President. Our Congressmen have lended their support but their efforts have been to little or no avail. This letter is our last resort! We realize the importance of your many duties, and this is why you have been our last resort. The problem is that we are trying to obtain AMTRAK service for our community via the St. Louis-Laredo route. Our staff has prepared figures in the area of \$5,000,000 that we feel are very representative. The Southern Pacific Railway Company has told AMTRAK that it will cost \$15,000,000 to upgrade the tracks in our area for passenger service. The Southern Pacific is presently operating freight service on the same tracks at maximum allowable speeds, but will not allow passenger service to do the same. The Federal Railroad Administration has published information indicating that passenger trains are safer than freight trains on the same tracks. In fact, FRA regulations allow passenger trains to travel at higher speeds. In view of this contradiction, our citizens are either being subjected to dangerous rail freight service, or we are being misled. In either case, the public is having to pay an extremely high price.

We have presented this case to everyone involved. It seems that no one is willing to acknowledge the facts and take action based on existing laws. We feel that the Southern Pacific estimate is unjust and is simply a figure that will prevent AMTRAK from using this route. However, in view of the fuel crisis we feel this rail service is extremely essential to our community and this public need is being pushed aside by both groups.

The President
January 31, 1974
Page 2

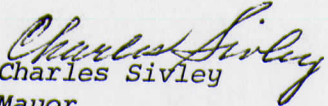
On the one hand, AMTRAK chooses not to question the Southern Pacific figures but to simply take another route. The other side is that Southern Pacific's figures will prevent their tracks from being imposed upon by AMTRAK. Neither group is willing to consider the public and its needs.

Mr. President, we are a small community with basic needs and beliefs. We support you in your present situation, and I intend to continue to support you, regardless of the outcome of this AMTRAK issue. Any support you can bring to our camp will be appreciated.

In a time when your office is being questioned and has come under fire by so many, I want to express to you that, as an American and citizen, I shall support your office and STAND STEADFAST. As an elected official in a democratic system, I feel it is unjust for your office not to receive support from all persons. In my opinion, you have taken many steps that have made our country strong. I appreciate your hard work, loyalty to country and willingness to stand up for the duties, rights, and responsibilities of your office. My prayers are with you in your near impossible duties.

Your consideration of the plight of my community and surrounding areas (one being East Texas State University at Commerce, Texas) will be humbly appreciated.

Yours for a better Greenville,


Charles Sivley
Mayor

February 11, 1974

Dear Mayor Berlinsky:

General Haig has asked me to respond to your letter of November 29, 1973 in which you enclosed correspondence addressed to Mr. Jerome C. Premo of the Urban Mass Transportation Administration regarding the capital grant application submitted by the Joliet Mass Transit District.

As you are aware, the grant has been approved and the project is underway. I hope Mr. Premo's response of December 21, 1973, clarified any local misunderstandings that may have existed and served to indicate UMTA's desire to work with the District in ensuring the project's successful execution.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

Honorable Maurice Berlinsky
Mayor
City of Joliet
150 West Jefferson Street
Joliet, Illinois 60431

TN 2
SP3-164
SP3-3-87

February 19, 1974

Dear Mr. Taylor; *Samuel S.*

The President has asked me to respond to your letter concerning your mass transit proposal which has been under consideration by the Utah State Legislature. The President was also informed that you spoke to Jerry Warren, Deputy Press Secretary, concerning the possibility of inserting some of your ideas in the President's radio speech on transportation.

I am enclosing a copy of the President's radio address and his message to the Congress concerning the proposed Unified Transportation Assistance Program. As you can see from these documents, the President's thoughts on public transportation certainly do include the type of innovative thinking presented by you. We envision the federal role as one of providing technical guidance and assistance along with the financial help needed to improve public transportation systems throughout the nation. In this regard the President's proposal would call for spending nearly \$20 billion over six years for public transit and non-interstate highways. The cornerstone of his proposal is that state and local officials should have the final say on how these monies are spent so that their transit systems can best serve the needs of their communities.

I am sending a copy of your letter and its attachments to Claude Brinegar, Secretary of Transportation, so that his Department might be aware of your thoughts.

RECEIVED
FEB 20 1974
CENTRAL FILES

Mr. Samuel S. Taylor
Page Two
February 19, 1974

Thank you very much for taking the time to advise us of your progress and we appreciate your giving us the benefit of your thoughts on this subject.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
The Domestic Council

Mr. Samuel S. Taylor
Legislative #15
House of Representatives
State of Utah
3682 South Fifth East
Salt Lake City, Utah 84106

bcc: Jerry Warren

THE WHITE HOUSE OFFICE

REFERRAL

To: Mr. A. B. Virkler Legate Date: February 19, 1974
Office of the Secretary of Transportation
Department of Transportation

ACTION REQUESTED

- ☐ Draft reply for:
☐ President's signature.
☐ Undersigned's signature.
- ☐ Memorandum for use as enclosure to reply.
- ☐ Direct reply.
☐ Furnish information copy.
- ☒ Suitable acknowledgment or other appropriate handling.
☒ Furnish copy of reply, if any.
- ☐ For your information.
- ☐ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

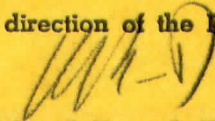
Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☒ Letter: _____ Telegram: _____ Other: _____
To: Richard M. Nixon, President
From: Samuel S. Taylor, Legislative #15
Date: 9 Feb 74
Subject: Mass transportation proposal

By direction of the President:


Michael Raoul-Duval
Staff Assistant to the President
The Domestic Council

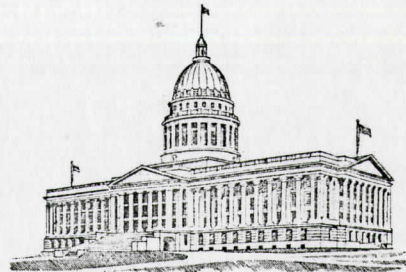
14
Re
to fare mass
transit system

HOUSE OF REPRESENTATIVES
STATE OF UTAH

REP. SAMUEL S. TAYLOR, 15TH DISTRICT

3682 SOUTH FIFTH EAST, SALT LAKE CITY, UTAH 84106

COMMITTEES: APPROPRIATIONS (TRANSPORTATION AND PUBLIC SAFETY)
REVENUE AND TAXATION CONSUMER AFFAIRS TRANSPORTATION



9 FEB 74

end
Richard M Nixon, President
United States of America
The White House
Washington, D.C.

DM
Dear Mr President: Earlier this morning, at 10:05 our time, I talked to, I believe, a Mr Ryan from the press staff during which time I advised him of what the Utah State Legislature had done last week to encourage the fullest utilization of mass transit systems. The Legislature passed an enabling bill to permit the people in areas having a public district to vote whether or not to implement a prepaid, no fare mass transit system. This vote will come in November, 1974. It is very popular and it is expected there will be an affirmative vote. It is possible that not only Salt Lake County will have a prepaid, no fare system but that contiguous counties will also accept the plan. If this is so, the entire Wasatch Front population of over 900,000 people would be riding a very much expanded mass transit system at no fare. No fare will offer the greatest possible utilization not only during peak periods but also during off peak hours.

The reason I called the White House was that, hopefully, the message would be sent to you in time for inclusion in your speech on mass transit programs to be recommended by your office. I am aware that you are in favor of local initiatives to resolve this transportation dilemma. I, too, am in favor of local initiatives especially where operating subsidies are involved. Local areas can subsidize their transit operations with the taxpayers being offered utilization of that for which they are taxed. This approach is similar to other municipal services. Should not transit subsidies be regarded in the same light?

The proposal being offered to the citizenry is the imposition of a 1/4th of one cent additional sales tax--or 2 1/2 cents on every \$10 purchase, 25 cents for \$100 in purchases, \$2.50 for every \$1000 in purchases. The average poor person, student, elderly will be contributing not much more than the \$2.50 (or possibly \$3) per year. For this, the prepaid, no fare transit offers the greatest boon to the people who need mass transit the most. Of course, not every person will use the system. It will take four to five years to build up to a usable system during which time much orientation and education to utilization will have been pursued.

The enclosed copies of press notices of the progress of the prepaid, no fare funding plan are for your information and guidance. It is to be hoped that your good offices will give study to this plan. The nation can be benefitted tremendously. Two months ago, I wrote to you about my introducing this plan in the January 74 Budget Session.

Thank you, sincerely,

Samuel S. Taylor
SAMUEL S TAYLOR
Legislative #15

House Passes Land-Use Pr

OGDEN STANDARD EXAMINER - 2 FEB 74 - P. A - 1

Byline

Mass Transit Bill Sent to R

NO-FARE

Abortion

Measure

Cleared

MASS TRANSIT

Continued from first page

support a Wasatch Front transit system.

TAKE YEARS

"It will take three, four or five years to get transit-oriented, bus-oriented as we build up the program," Taylor told the Senate during discussion of his bill.

The abortion law, which passed 27-1, was made necessary after a panel of three federal judge's declared Utah's more-restrictive abortion law unconstitutional and ordered the state not to interfere with abortions performed at approved hospitals.

If approved by Gov Rampton, the new law would take effect 60 days after he signs it. It requires that abortions after the first three months of pregnancy be performed in licensed clinics or hospitals and that the doctor must keep the fetus alive if there is any chance of saving the child.

It also allows private hospitals or doctors to refuse to perform abortions on religious grounds and requires that all abortions be reported to the state health department.

The measure which rewrites the constitution's Executive Article is the result of months of work by a constitutional revision committee.

It passed unanimously, but Sen. Richard Howe, D-Salt Lake City, said he feared amendments "pounded coffin nails into it...and it may be more than the voters can chew...and they might expectorate it right back to us."

Constitutional amendments require voter approval before they become law.

OVERRIDE

One addition to the amendment Howe objected to would give the legislature the power to call itself back into a special five-day session to override gubernatorial vetoes if they occurred after the regular session ended.

The amendment would give the present secretary of state the office of lieutenant governor until Jan. 3, 1977. In the election of 1976, the governor and lieutenant governor would run on the same ticket just as the president and vice president of the nation do.

In approving money for the Bicentennial Commission, the Senate attached a note of "legislative intent," saying: "We are appreciative of the fact that the \$6.5 million is needed to begin the Arts Center"

ard-Examiner

ESS INTERNATIONAL

UPI TELEPHOTO

EVENING

JANUARY 30, 1974

er and its tributaries have

Mississippi and Louisiana.

OGDEN STANDARD EXAMINER - 30 JAN 74

House Overwhelmingly Ok

OK's

Fare-Free Utah Bus System

By GARRY MOES

SALT LAKE CITY (AP) —

The Utah House of Representatives has boarded Rep. Samuel S. Taylor's bandwagon for fare-free urban bus systems, overwhelmingly approving a bill providing for local option sales taxes to subsidize mass transit.

Down the capitol's marble hallway, the Senate the dream Tuesday of hundreds of Utah recreationalists by narrowly defeating the proposed state purchase of the Deseret

(See story on Page 2A.)

Livestock Co. East Ranch for use as a wildlife and recreation reserve.

The House approved another "non-fare" measure — a bill banning pay toilets in publicly owned buildings.

FINAL DAY

In other action by lawmakers during the fifth to the last day

legislature on record as supporting U.S. Sen. Frank E. Moss's bill for federal financing of removal of a radioactive waste pile in Salt Lake County which has been declared a public health hazard.

FOURTH TRIP

The Taylor no-fare mass transit bill, making its fourth trek through the legislature, was sent to the Senate on a vote of 62-5.

"It's time for 'Mass-Transit Sam's' bill to win approval," said Rep. Calvin L. Black, R-Blanding, whose area would not even benefit from the bill.

If the no-fare transportation has in Taylor may have crisis to thank.

"The events of the have proved mass improvements are ne said Rep. David F D-Salt Lake.

"This bill is vi people of the Was This morning I a news reports that g is coming soon," Dale Mitchell, a De resenting suburban it does, my people

See page 2

NAMES IN THE NEWS

Spassky Move

To Next Round

See page 6A, column 5

TRIBUNE - 18 JAN 74

House Vote

P.A.-1

Advances

Transit Bill

By Douglas L. Parker
and Clark Lobb
Tribune Political Writers

The Utah House of Representatives Thursday approved by three votes the introduction of a bill calling for a no-fare transit system.

The vote was 53-12. A two-thirds majority of 50 is required to introduce a non-budgetary item during a budget session.

The resolution to introduce now goes to the Senate, where it must again receive a two-thirds majority for formal introduction.

Sponsored by Rep. Samuel S. Taylor, D-Salt Lake City, the bill (HB13) calls for a one-fourth cent sales tax to finance Utah Transit Authority operations. The measure is on a county option basis only in counties with a public transit system and would go before the voters for a decision.

Fast Action

Stepping quickly through a crowded calendar, House members killed an enabling resolution which would have introduced a bill establishing the State Board of Higher Education as the governing body for the state's two technical colleges at Salt Lake City and Provo. It also would have changed the name of the board to the State Board of Regents.

Representatives decided the matter required further study and that it not be taken up during a budget session. Currently the technical colleges are mostly under the jurisdiction of the Utah State Board of Education with some jurisdiction from the higher education board.

The Senate balked initially at clearing two House-approved enabling resolutions to permit consideration of constitutional amendments. It tabled one dealing with permitting a new method of motor vehicle taxation and failed to give a two-thirds vote for another seeking to remove the two-thirds resolution rule.

3 Items Introduced

Introduced in the Senate were a 190-page Criminal Procedure Code, measures to boost the ceiling of the tax levy that can be assessed by water conservancy districts and an appropriation to expand the new campus site of Utah Technical College at Provo.

The House advanced three Senate bills for introduction, passed two bills and a resolution of its own and killed a resolution calling for introduction of a bill stressing the need for education on the perils of glaucoma. The last measure is to be reconsidered Friday.

Introduced in the House was a resolution, HJR3, which would amend the constitution (requiring a vote of the public) to allow highway users and fuel taxes to

See Page A-18, Column 1

18 A The Salt Lake Tribune, Friday, January 18, 1974

Vote Introduces Bill

RESOLUTION

1st HURDLE

No-Fare Transit Plan Wins House Advance

Continued From Page One

be used for mass transportation systems.

Falls Far Short

The Senate fell far short on the needed two-thirds approval to clear for consideration the proposed amendment to discontinue the need for proposing enabling resolutions in the first place to act on non-budgetary matters. The vote was 11-9, short of the 20 needed. But nine members were absent.

Sen. Douglas G. Bischoff, R-Salt Lake City, asked that the enabling resolution be held so he may call for reconsideration Friday.

Rep. Lorin N. Pace, R-Salt Lake City, chief sponsor of the amendment, which would require voter approval, said it would eliminate the complicated and awkward procedure of "double" voting on measures in a budget session. But it still would retain some restriction on considering non-budgetary matters because it would still require a two-thirds vote directly on those matters, he said.

Warns of Flood

However, several senators objected to easing the restriction. Sen. G. Stanford Rees, R-Gunnison, said the amendment would result in "a flood of legislation" coming to a budget session, in effect turning it into a general session. Controversy over such an amendment would not help others on this year's general election ballot either, he said.

The tabling of the enabling resolution concerned with a new method of motor vehicle taxation came in the wake of objections to the broad wording of the proposed constitutional amendment.

The amendment would empower the legislature to exempt any class of personal property from property tax in lieu of a statewide uniform fee.

Sponsors of the amendment seek the change to permit doing away with varying property tax rates being applied to cars and trucks, and possibly mobile

homes, and substituting a state-level fee based on vehicle age or value, with the money being returned to counties.

Would Allow Others

Sen. W. Hughes Brockbank, R-Salt Lake City, was a main critic of permitting consideration because, he said, the broad constitutional language could allow exemptions for many other classes of property.

The proposed Code of Criminal Procedure, product of several years of committee study, was introduced by Sen. Dean Jeffs, R-Orem.

It would codify rules for courts and prosecutors in such matters as bail, grand juries, jury selection, mental examinations and screening of complaints. Much of it incorporates generally federal procedural rules. It sets up a new program for prosecutor "diversion" of court action in certain cases to permit rehabilitation. Breaking new ground, it removes the option of death penalty by hanging or shooting to prescribe that only shooting would be carried out if capital punishment is to continue.

Would Double Levy

The Utah Central Water Conservancy District, operator of the Central Utah Project, is a major proponent of the bill introduced to allow up to two mills of property tax to be assessed instead of the present one mill ceiling. Sen. Brockbank is the chief sponsor.

Sen. Karl N. Snow Jr., R-Provo, introduced the bill to appropriate \$8 million for construction on Utah Tech's new campus at Orem. The legislature at its last session also appropriated \$8 million for the campus.

Also introduced, sponsored by Sen. Omar Bunnell, D-Price, was a bill to appropriate \$50,000 to the Division of Parks and Recreation for construction of a State Museum of Indian History and Culture near Blanding by the so-called Edge of the Cedars archaeological ruins of the prehistoric Anasazi Indians.

Nat'l A-2,8,11-12,14 Youth C-1-2

Friday's Forecast

Salt Lake City and vicinity — Partly sunny but increasing cloudiness at night. Weather map is on page B-10.

mid-November whether she would take responsibility for the full 18½-minute erasure. Miss Woods refused, the Post said.

Miss Woods' lawyer, Charles S. Rhyne, said the Post story was "completely false" and if Miss Woods would be called before the grand jury she would "tell the same story."

DESERET NEWS - 29 JAN 74 - P.A-1

No-fare transit measure

clears Utah House, (62-5)

By DeAnn Evans
Deseret News staff writer

3rd HURDLE

A no-fare transit plan coasted to passage in a 62-5 vote in the Utah House of Representatives today.

The measure (HB13), sponsored by Rep. Samuel S. Taylor, D-Salt Lake, would allow counties containing transit districts to levy an additional one-fourth cent sales tax to fund the system.

The sales tax addition would have to receive voter approval in a public referendum.

"This will only enable people to vote. If they don't want it, they can reject it," Taylor explained.

He noted last year's passage of an optional two-mill property tax to fund public transit systems, adding, "The people have a right to make a choice."

The no-fare plan, making its fourth House appearance since 1971, was overwhelmingly approved after Rep. Calvin Black, R-Blanding, commented, "I think it's time for 'Mass Transit Sam's' bill."

Rep. Sherman D. Harmer Jr., R-Salt Lake, urged representatives to "go to the Senate and work for the passage of this bill." The same measure was passed by the House during the 1973 general session, but failed in the Senate.

An attempt to delete the no-fare provision from the bill was voted down. Rep. Eldon H. Barlow, R-Clearfield, made the motion, contending that people don't appreciate services which appear to be free.

"Do we appreciate what we call the free public schools? Do we appreciate the free public libraries?" Taylor countered.

In other action, the House also gave final approval to legislation (SB11) granting a cost of living increase to retired firemen.

Four non-budgetary items failed to receive the required two-thirds vote for consideration during the budget session.

The casualties included a bill (HB43) which would add state legislators to those state employees covered by the Employees Ethics Act and a proposal (HB44) allowing the Legisla-

See NO-FARE on Page A-6

In as

No-fare transit bill

clears House, (62-5)

WASHINGTON - The House today approved a measure to employ public information officers.

The House okayed consideration of legislation (HB40) providing for indemnity of contractors who suffer damages because of environmental litigation.

(HJR10) establishing a coordinator of recreation and leisure time activities in the Utah State Board of Education, with the prime duty of coordinating the annual Special Olympics for handicapped students.

A proposed constitutional amendment to increase terms of state legislators was introduced in the House. The meas-

TRIBUNE - 30 JAN 74 - P.A-1

Utah House Passes Transit Bill

By Clark Lobb
Tribune Political Writer

"Sam's Bill" breezed through the Utah House of Representatives Tuesday 62 to 5.

The measure, sponsored by Rep. Samuel S. Taylor, D-Salt Lake City provides for a no-fare transit system to be financed through imposition of a one-quarter cent sales tax in counties with transit districts (Salt Lake, Weber and Davis). The people of those counties will vote on the measure next November if their county commissions put it on the ballot.

The legislation is known formally as House Bill 13, but as far as the legislature and a sizeable crowd in the gallery were concerned it was "Sam's Bill." Seldom, if ever, has a single legislator

devoted so much time and effort to a single piece of legislation. It marks the fourth time it has been voted upon in the House and the second time it has been passed. However the bill now goes to the Senate which let it die on the table last year.

Facing Choice

There is a possibility that voters will have a choice of voting for HB13 or a bill passed last winter calling for a two-mill property tax increase on an option

basis in counties with transit districts. Here again it will be up to the respective county commissions to place it on the ballot.

"I would welcome a choice between the two," Rep. Taylor said. "I'm that confident of my bill."

He said the energy crisis with its lower rates of speed has resulted in fewer accidents and that the fatality rate decreased from 25 deaths in January 1973, to 5 deaths this January.

No one spoke against the bill although Rep. Eldon H. Barlow, R-Clearfield, would have amended it to provide a minimum fare. He argued that the county should not be "locked into a no-fare system." He said, "They should be able to decide for themselves how

See Page 6, Column 5

Today's Chuckle

Nowadays when a woman phones her husband to stop by the cleaners, she isn't referring to clothing. She means the supermarket.

House Passes No-Fare Transit Bill

Measure Optional for Local Ballots

1 HURDLE TO GO

Continued From Page One
much the fare should be." The amendment failed decisively by a voice vote.

Toilet Action

The House also passed a no-fare toilet bill — Rep. Georgia B. Peterson's measure outlawing pay toilets in any public building. The vote was 59 to 4.

After a busy morning and afternoon session, the House took up the potentially explosive abortion control bill — HB30. However adjournment came before a vote was taken. Again there was little opposition to the bill, which has the sanction of the Catholic Church and the Church of Jesus Christ of Latter-day Saints.

Rep. C. Demont Judd, D-Ogden, chief sponsor said the purpose of the bill was not to prohibit abortions but to control them. He said that prior to 90 days of

— HB45 To provide that a verified copy of a letter of exemption from federal taxation be submitted with each application of nonprofit clubs and organizations in order for them to obtain a liquor license.

— HB46 To provide that each candidate for legislative office file a financial interest statement containing information of the candidate's financial assets.

— HB47 To provide for the disclosure of specified information by each legislator during each general, budget and special legislative sessions.

— HB48 To provide for the registration of all lobbyists.

— HB49 To extend through the 1974-75

fiscal year a food sales tax credit against personal income tax in the amount of \$6 for each exemption.

Favors Study

— HJR11 To create an energy resources study by the Economic Planning Committee of the Utah Legislative Council and ask the committee to intensify study and coordinate efforts with any other similar studies.

— HJR12 To provide four-year terms for representatives and six-year terms for senators in the Utah Legislature.

— HJR13 Direct the Utah Legislative Council to make comprehensive long-range plans for the water resources construction fund.

Iron Horse May Stay in Corral



NO FARE
MASS TRANSIT
PASSES SENATE

Final day of 1974 budget session

4th (LAST)
HURDLE

Utah House tackles ranch bill

NO FARE MASS TRANSIT

Today in
the News

In Washington

By Dexter C. Ellis
and DeAnn Evans
Deseret News staff writers

OD A new abortion law and legislation which could allow citizens to vote themselves fare-free transit service were on its way to the governor today as the budget session of the Utah Legislature entered its final day. Several controversial items, including the \$8.5 million Deseret Live Stock ranch purchase bill, were left as unfinished business for today as the weary lawmakers called it quits Friday night. Although passed by both Houses, the Land Use Act, SB23, was not yet out of the woods. A new executive article to the state constitution was yet to receive House consideration, after Senate passage, and the bulky general appropriations measure — the prime product of the budget session — was yet to be introduced.

ness for today as the weary lawmakers called it quits Friday night. Although passed by both Houses, the Land Use Act, SB23, was not yet out of the woods. A new executive article to the state constitution was yet to receive House consideration, after Senate passage, and the bulky general appropriations measure — the prime product of the budget session — was yet to be introduced.

Passage of the no-fare transit bill climaxed (four)

years of effort on the part of its sponsor, Rep. Samuel S. Taylor, D-Salt Lake.

Regarded at first as not much more than a joke, it gradually picked up support and was overwhelming approved in the House. The Senate gave the bill 17 votes, two more than needed.

The jubilant Taylor, tears in his eyes, exclaimed "It's a people's victory," and shook hands with everyone within reach.

TWO AND HALF YEARS

The bill provides that counties within public transit districts may arrange a referendum, allowing voters to decide whether they wish to impose a one-fourth cent sales tax in order to inaugurate free bus rides in their area.

The abortion law replaces a statute declared unconstitutional by the U.S. Supreme Court. It allows abortions during the first three months of pregnancy, but requires that they be

performed by licensed physicians.

After that abortions must be performed in hospitals and in the later stages of pregnancy they are permissible only to preserve the life or health of the mother.

The Senate passed SJR2, the new Executive Article to the constitution after an amendment was inserted which would permit legislators to call themselves back into session to override a gubernatorial veto if the matter were considered sufficiently critical.

The amendment was placed by Sen. Donald G. Brooke, D-Salt Lake, after Sen. W. Hughes Brockbank, R-Salt Lake, had pointed out the danger represented by line-item veto authority in the new executive article.

He said it was unlikely, but possible, that a governor could nullify or materially

See HOUSE on Page A-1

President Nixon will "very likely" travel to Europe sometime in 1974, White House Press Secretary Ron Ziegler says. While saying that April was the target, Ziegler told reporters that, "While there has been a discussion, there is nothing specific." Meanwhile a report by London diplomats says officials in the Soviet Union are preparing for a visit by Nixon in the late spring or summer.

The U.S. cattle inventory has risen to 127.5 million head as of Jan. 1, constituting a new record figure up 1 percent from a year earlier and foreshadowing at least the possibility of more beef for consumers this year, Agriculture Department report shows. The total, however, was below the figure expected by department experts who had been predicting a seven percent gain.

I HAD TEARS BECAUSE OF THE WARM CONGRATULATIONS FROM COLLEAGUES, EMPLOYEES, PEOPLE, REPORTERS. SOME HUGGED ME. I RECEIVED A STANDING OVATION FROM HOUSE COLLEAGUES.

S.L. TRIBUNE - 2 FEB 74 - P.A-10

10 The Salt Lake Tribune, Saturday, February 2, 1974

TRIBUNE - 2 FEB 74
Utah Senate
Approves

Transit Bill
(NO FARE)

Breaking out in tears, Rep. Samuel S. Taylor, D-Salt Lake City, saw his no-fare transit bill passed by the Utah Senate Thursday night on a 17 to 9 vote.

"It's the people's victory," said the elated representative, shaking hands with everyone in sight.

The passage of the bill came after four successive legislative attempts to gain approval and each time it met failure in one house or the other.

Passes 17-9 in House

The House passed the bill last Tuesday on a 62 to 5 vote and the Senate, to the surprise of Rep. Taylor, gave a relatively new approval to the bill. Seventeen votes is a mere three votes more than is needed for a majority in the Senate. But a technical amendment was made in the Senate and the bill to be finally cleared must pass through the House again.

Referendum Provision

The bill would permit counties in a public transit district to impose a referendum for voters to decide whether to permit an additional one-quarter percent sales tax to fund a no-fare transit system.

Senators after the balloting praised Rep. Taylor for his tenacious efforts to secure the measure.

Sen. Karl Swan, D-Tooele, acknowledged that in the representative's first attempt to gain passage, he thought of a "little hair-brained and way out in left field." But Rep. Taylor's persistence sold him, Sen. Swan said.

The People Speak

Supporters of the bill said citizens were "clamoring" for the no-fare proposal and Sen. Swan noted: "What the people want they ought to get."

Principal opposition to the measure was expressed by Sen. W. Hughes Brockbank, R-Salt Lake City, who said that the state government should retain the sales tax at the state level for financing government. He added there are questions as to what transit districts would do if there were any excess revenue from the local option sales tax.

The technical amendment involves unknowingly placing extraneous words into a separate section of the bill. The House will have to concur with the Senate amendment Saturday.

Several legislators noted that they looked at the optional no-fare proposal more favorably this time due to the threat of the energy crisis.

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THE WHITE HOUSE OFFICE

REFERRAL

To: Mr. A. B. Virkler Legate
Office of the Secretary of Transportation
Department of Transportation

Date: February 19, 1974

FNA
TH2
LG/County of
Rockland

ACTION REQUESTED

- _____ Draft reply for:
_____ President's signature.
_____ Undersigned's signature.
- _____ Memorandum for use as enclosure to reply.
- ☒ Direct reply.
☒ Furnish information copy.
- _____ Suitable acknowledgment or other appropriate handling.
- _____ Furnish copy of reply, if any.
- _____ For your information.
- _____ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

Letter: ☒ Telegram: _____ Other: _____

To: The Honorable Richard M. Nixon
From: Sam Colman, Chairman, Transportation Committee, County of Rockland, N. Y.
Date: February 8, 1974
Subject: Request for public transportation subsidy

By direction of the President:

Michael Raoul-Duval
Staff Assistant to the President
The Domestic Council

(White House File Copy)

COMMUNITY DEVELOPMENT--DISCUSSION AGENDA

1. Better Communities Act, House legislative strategy; compromises on the bill, prospects.
2. Housing legislation, relationship to welfare reform initiatives; status of pilot programs; administrative options for stimulating housing.
3. Busing; status of legislation; current position and problems.
4. Mass transit; status of UTAP proposal; operating subsidies issues before Congress.
5. EDA; ways the one-year extension can be handled; transition to the new Economic Adjustment Assistance Program.
6. Disaster Assistance; new legislative proposals; ways to meet the needs during this Spring-Summer; the "forgiveness" problem.
7. Civil rights; general problems of management of the Federal effort; court cases and settlements.
8. Long-range issues; policy development initiatives in low-income housing, rural housing, rural development, airport and airway development, and others.

RECEIVED

FEB 22 1974

CENTRAL FILES

February 27, 1974

~~EXECUTIVE~~

FA4

TN 2

Dear Mr. Kaplan:

The President has asked me to respond to your recent letter concerning federal operating assistance for mass transit.

As you may know, the Administration is opposed to categorical federal operating assistance for mass transit on the basis that such assistance would involve the federal government in operational and financial decisions which can only be addressed at the local level. However, we do recognize the severe financial difficulties of many transit systems and have therefore initiated a program which more effectively addresses the whole spectrum of public transit needs. This new Unified Transportation Assistance Program, which the President sent to the Congress on February 13, 1974, affords the states and local areas a significant role in determining urban transportation priorities.

The new program will provide approximately \$16 billion over the next six years for use in a wide variety of urban transportation projects. This is some \$9 billion more than authorized by the two present, separate programs that provide federal transportation assistance for urban areas (the Urban Highway program from the highway trust fund and the Urban Mass Transportation Administration's capital grant program from the general fund).

A key feature of the new program will make \$2.4 billion available on a formula basis for Fiscal Years 1975-77 alone which could be used for transit operating assistance as well as transit related capital investments with this decision up to the Governors and local officials. Also, during this same period, \$3.3 billion would be available by formula for mass transit investments as well as

**Mr. Peter Kaplan
Page Two
February 27, 1974**

for urban highways. Further, our proposal includes a \$700 million per year discretionary fund for public transportation projects administered by the Secretary of Transportation. The federal/state matching requirement to meet project costs would be 80/20.

We feel that this initiative will best assist urban areas in resolving the variety of transit problems now facing them, and believe the provisions will encourage better planning and resource decision making at the local level.

Thank you for your comments on this important national issue.

Sincerely,

**Michael Raoul-Duval
Staff Assistant to the President
Domestic Council**

**Mr. Peter Kaplan
Vice President
Lazare Kaplan International Inc.
Time and Life Building
Rockefeller Center
New York, New York 10020**

EXECUTIVE

February 27, 1974

F44

TN2

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As you may know, the Administration is opposed to categorical federal operating assistance for mass transit on the basis that such assistance would involve the federal government in operational and financial decisions which can only be addressed at the local level. However, we do recognize the severe financial difficulties of many transit systems and have therefore initiated a program which more effectively addresses the whole spectrum of public transit needs. This new Unified Transportation Assistance Program, which the President sent to the Congress on February 13, 1974, affords the states and local areas a significant role in determining urban transportation priorities.

The new program will provide approximately \$16 billion over the next six years for use in a wide variety of urban transportation projects. This is some \$9 billion more than authorized by the two present, separate programs that provide federal transportation assistance for urban areas (the Urban Highway program from the highway trust fund and the Urban Mass Transportation Administration's capital grant program from the general fund).

A key feature of the new program will make \$2.4 billion available on a formula basis for Fiscal Years 1975-77 alone which could be used for transit operating assistance as well as transit related capital investments with this decision up to the Governors and local officials. Also, during this same period, \$3.3 billion would be available by formula for mass transit investments as well as

Honorable John D. Caemmerer
Page Two
February 27, 1974

for urban highways. Further, our proposal includes a \$700 million per year discretionary fund for public transportation projects administered by the Secretary of Transportation. The federal/state matching requirement to meet project costs would be 80/20.

We feel that this initiative will best assist urban areas in resolving the variety of transit problems now facing them, and believe the provisions will encourage better planning and resource decision making at the local level.

Thank you for your comments on this important national issue.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

Honorable John D. Caemmerer
New York State Senator
The Senate
State of New York
Albany, New York 12224

FAA

TNR

March 4, 1974

Dear Senator:

This is to acknowledge and thank you for your February 28 letter in which you were joined by Congressmen Delaney, Koch, and Robison in commenting on S. 386 and the Unified Transportation Assistance Program and urging that the President endorse S. 386.

I have noted your views in favor of the Emergency Urban Mass Transportation Assistance Act and will see that they are made known to the President at the earliest opportunity.

With warm regard,

Sincerely,

Tom C. Korologos
Deputy Assistant
to the President

The Honorable Jacob K. Javits
United States Senate
Washington, D.C. 20510

bcc w/incoming to Ken Cole - for appropriate handling

TCK:EF:jk

March 7, 1974

Dear Bill:

I appreciate receiving your letter concerning the "Urban Transportation Data Act of 1974" which you have introduced in the House of Representatives. I have asked Secretary Brinegar to review your proposal and provide the Administration's response directly to you since this falls within the responsibility of the Department of Transportation.

It was good of you to take the time to bring this proposal to our attention because of the importance to the nation of public transportation at this point in our history -- an importance which has been underscored as a result of the recent gasoline shortages.

Sincerely,

Kenneth R. Cole, Jr.
Assistant to the President
for Domestic Affairs

Honorable Bill Frenzel
House of Representatives
Washington, D. C. 20515

cc: Claude S. Brinegar
(w/encl. for direct response)
William Timmons
Paul O'Neill

March 6, 1974

For: Paul O'Neill

From: Mike Duval

We have asked DOT to respond to the attached.

March 6, 1974

For: Claude Brinegar

From: Mike Duval

Please provide a direct response to
Representative Frenzel after normal
coordination with OMB.

Thank you.

RECEIVED
MAR 11 1974
CENTRAL FILES

Copy For Ken Cole

THE WHITE HOUSE
WASHINGTON

TO:

Mike Duval

FROM: KEN COLE

_____ FYI

_____ For appropriate handling

_____ Reply for your signature

☒ _____ Reply for Ken Cole's signature

BILL FRENZEL
THIRD DISTRICT, MINNESOTA

WASHINGTON OFFICE:
1026 LONGWORTH BUILDING
202-225-2871

STAFF DIRECTOR
RICHARD D. WILLOW

Congress of the United States
House of Representatives
Washington, D.C. 20515

DISTRICT OFFICES:
MRS. MAYBETH CHRISTENSEN, MANAGER
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MISS SANDRA KLUG, MANAGER
3601 PARK CENTER BOULEVARD
ST. LOUIS PARK, MINNESOTA 55416
612-925-4540

February 28, 1974

Mr. Kenneth R. Cole, Jr.
Executive Director
Domestic Council
The White House
1600 Pennsylvania Avenue
Washington, D. C. 20500

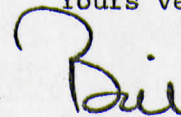
Dear Ken:

In an effort to help fill the painfully acute transit information gap, I have introduced H.R. 12398, the Urban Transport Data Act of 1974. The purpose of this bill is to furnish Federal, State, and local officials better, more reliable data on the performance of urban transportation systems.

Particularly in view of the President's Unified Transportation Assistance Program, which would substantially increase transit spending, the need to provide data for State and local officials to make rational choices among competing approaches to urban mobility will become even more critical. In order to yield the best return on our investment, it is essential that the limited transit funds be used wisely.

I am enclosing the text of H.R. 12398 together with some explanatory remarks which were inserted in the Congressional Record. I would appreciate receiving your reaction to this proposal.

Yours very truly,



Bill Frenzel
Member of Congress

BF:ds
Enclosure



United States
of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 93^d CONGRESS, SECOND SESSION

Vol. 120

WASHINGTON, TUESDAY, FEBRUARY 5, 1974

No. 11

House of Representatives

THE URBAN TRANSPORT DATA ACT OF 1974

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Minnesota (Mr. FRENZEL) is recognized for 30 minutes.

Mr. FRENZEL. Mr. Speaker, on January 30, I introduced a bill designed to correct a grave and persistent, pervasive, and costly defect underlying Federal and other governmental efforts to improve transportation and mobility for all citizens in our cities and rural communities.

Since 1965, the Federal Government has spent \$2½ billion on assistance to urban mass transportation. Additional billions of Federal funds have gone to urban highways and freeways. State and local governments have contributed massive sums in recent years to urban transit capital and operating costs assistance, with funds generated from special State and local taxes as well as bond sales.

What has the taxpayer gained in return for these lavish outlays of public moneys? Certainly not much in terms of improved mobility and safety, in improved access to opportunities in cities and rural communities. Congestion and pollution still prevail, together with high accident rates and wasteful use of energy resources. Despite the good intentions of Federal, State, and local programs of assistance to urban transportation, and the increasing financial sums authorized by Congress and local governments, the efforts have in general floundered, and deficits of transit operations continue to increase. The results have been, to say the least, disappointing.

Part of the unsatisfactory record of accomplishment can be laid to fragmented administration and uncoordinated policy. A fundamental cause, however, of the lack of progress of Federal, State and local governmental efforts to improve urban and rural mobility is the lack of any generally accepted objective, consistent, and comparable data and measures which reveal the present status and performance of urban transport systems and services. Some aggregate data concerning urban transportation are presently reported, but the collection efforts are fragmented, uncoordinated and incomplete. The figures reported are not comparable across cities or transit companies, nor are they in a form useful to governmental policy formulation or appropriation decisions. Even the extensive series of metropolitan area transportation studies required by the 1962 Federal-aid Highway Act—large-scale undertakings costing perhaps \$30 million per year over a 10-year period—they too provide little consistent, comparable data for all modes of urban transport which are useful in government policymaking and appropriations decisions.

In a 1971 report, 10 years after Federal assistance to urban mass transportation first began, the Department of Transportation stated that no comprehensive and consistent financial and operating statistics for the urban transit industry presently exist. Almost all of the hundreds of research reports on urban transit problems purchased by the DOT and the UMTA qualify their conclusions and recommendations with complaints of inadequate, incomplete, and inconsistent data on urban transportation conditions and trends.

The extent of ignorance goes beyond lack of reliable information about transit

systems and related services, however. Last fall, at a conference sponsored by the National Science Foundation and San Francisco Bay area governments, and attended by elected officials as well as representatives from transit operating agencies and researchers, it was noted that methods and data to identify and measure performance of urban transportation are lacking. The conference also noted the need for an objective and "honest" approach to information regarding public transit, to counter what they perceived to be of distrust of government claims and programs in urban transport.

Clearly, administration of government assistance programs for urban transportation has been hindered by a lack of precise information about the condition of mobility for all citizens in urban areas, and from inability to assess accurately the actual effects programs expenditures have in changing performance of urban transport systems and services. Without valid data to establish benchmark conditions, accurate assessments of changes in trends across cities and through time, and wise allocations of funds, are not possible.

Neither Congress nor any executive branch agency, nor State or local governments, now has reliable, complete and objective data to reveal what effects present and future expenditures have in improving urban mobility. Gross aggregates of total transit patronage and operating deficits, of perhaps dubious validity, are of course available annually, as are aggregate statistics on automobile usage.

Such aggregate numbers are too broad, however, to reveal in detail effects of specific programs and expenditures. Reliable and comparable figures for the taxicab industry, a most important component of urban transport services, are not consistently available in useful form. Operational and financial data are lacking for other forms of urban transport and for urban goods movement, as well.

Such figures as are published do not reveal essential information about relative costs and returns on investment in the different modes of urban transport systems and services, nor the varying impacts alternative investments might have in improving conditions of urban mobility. Lack of adequate data on performance of existing systems and services not only fails to reveal evidence of unsound or wasteful expenditure, but also tends to obfuscate promising opportunities for new technologies and operational concepts in urban transport, and to delay substantial and desirable departures from conventional, and often outmoded concepts.

When total appropriations for urban transport assistance were small, lack of data and information to inform decisions for effective expenditures was perhaps not so critical a problem. Now the President has recommended a program level of \$2.5 billion in fiscal year 1975 for Federal urban transportation assistance, with total a 6-year program intimated to approach \$16 billion. Moreover, choices on how the Federal funds made available will ultimately be allocated among highway or transit capital investments and operating costs are to rest largely with the State and cities. What criteria are they to use in selecting among transportation systems and services? What assurances exist that valid

consistent data will be available to inform such choices? The lack of basic data, and the absence of a governmental mechanism for identifying, collecting, analyzing and reporting statistics in a timely fashion on the performance of urban transport systems and services and the results of Government expenditures now becomes a crucial deficiency, if the most effective use of public funds is to be achieved.

My bill, the Urban Transport Data Act of 1974, addresses these problems directly. It will provide the necessary and now lacking data and information for realizing national policy objectives of urban transport improvement. The bill would establish a new agency, the Urban Transport Data Board. The Board would be located within the Department of Transportation to secure administrative efficiency and economy, and policy coordination, yet would have an independent status separate from the transport promotional responsibilities of the Department to insure absolute objectivity and credibility of its statistics and reports.

The Board would be responsible for formulating consistent, useful performance measures and systems of accounts to be used in reporting by all urban transportation agencies and properties, public and private, above a certain size. These continuing and comparable data reports would be collected, analyzed and reported by the Board, together with supporting and informative analyses, and would be available to inform policy and administrative decisions by Federal, State and local agencies, as well as assist oversight and appropriations activities in the Congress.

The Board would have no regulatory powers over local urban transport systems and services nor would its activities replace or duplicate research and policy studies now conducted by other units in the DOT or elsewhere. The Board would collect and report the facts; other users of those facts could then guide their activities accordingly.

The three-member Board would have one member representative of the mass transit industry, another representative of automotive transport and highways, and a third representative of the general public. All of its hearings, reports, and other activities would be public.

Federal efforts to assist urban mass transportation are continually plagued by a lack of information which accurately portrays the depth, scope and complexity of urban mobility problems. In recent years, appropriations have been more generous, and they should continue to increase. But until we get far better fix on the actual dimensions of the problem, both UMTA and the Congress will be crippled in our efforts to solve urban transportation problems.

Information of the type that this bill would provide will of course not insure quick and easy solutions to what is obviously a set of very difficult and complex problems. But at least we will begin to direct our multi-billion dollar urban transportation programs against real problems which now we only vaguely comprehend.

Mr. Speaker, the text of the bill follows:

H.R. 12398

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. This Act may be cited as the "Urban Transport Data Act of 1974".

FINDINGS AND DECLARATION OF PURPOSE

SEC. 2. (a) The Congress finds—

- (1) that Federal policy and programs supporting urban transport systems and services must be factually informed and continuously reviewed in order to insure that they address the fundamental causes of urban transport problems and not merely their symptoms;
- (2) that increasing commitments by Federal, State, and local governments for financial assistance to and capital investments in urban transportation systems and services require comprehensive, objective, comparable, and reliable operating and financial data and information about such systems and services, and their impact on urban areas, in order to insure the best use of public funds;
- (3) that timely and continuing reports of such data and information would greatly aid efforts to monitor and assess the effects on urban mobility for all citizens of Federal, State, and local financial assistance programs for urban transportation systems and services;
- (4) that no standard, reliable, continuing and comparable measures of performance and safety of urban transport systems and services currently exist in forms useful for informing policy and appropriation decisions; and
- (5) that no uniform, comprehensive, and comparable operating, safety, and financial data reporting systems currently exist either for the urban mass transit industry or for taxicab and other urban transport services.

(b) The purposes of this Act are to provide for the identification, collection, analysis, and reporting of comprehensive, comparable, objective, and reliable data and information about the current status and changing trends of mobility in urban areas, and the operating and financial conditions of urban passenger and freight properties and carriers, in order to assist Federal, State, and local governments to—

- (1) determine adequate quality, safety, and quantity of all urban transport systems and services in urban areas;
- (2) support Federal, State, and local evaluations of the efficient performance of urban transport operations and services;
- (3) provide information by which urban transport properties can comparatively analyze and evaluate their own operations and procedures; and
- (4) provide factual information to assist governments in deciding allocations of public funds for assisting urban transport systems and services.

ESTABLISHMENT OF URBAN TRANSPORT DATA BOARD

SEC. 3. (a) There is hereby established within the Department of Transportation an Urban Transport Data Board (hereinafter referred to as the "Board") consisting of three members appointed by the President, by and with the advice and consent of the Senate.

- (b) (1) Members of the Board shall be appointed with due regard to their fitness for the efficient dispatch of the functions, powers, and duties vested in and imposed upon the Board, and to their qualifications to serve by virtue of their education or experience.
- (2) One member shall have experience in and be representative of urban mass transportation operations; one member shall have had experience in and be representative of urban highway or automotive transport systems; and one member shall have had education or experience in urban transportation generally and be representative of the general public. No more than two members of the Board shall be of the same political party.
- (3) No person who is in the employ of or holds any official relation to any State or local public body or public or private urban transport service, company, or property subject to the provisions of this Act, or who owns any stock or bonds of any such service, company, or property or of any urban transport equipment manufacturing or road or rail planning, engineering, or construction company, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold office as a Board member. At least one of the Board members at any time shall be an individual who (prior to his appointment) was not an employee of and did not derive a substantial portion of his income from any business, corporation, governmental agency, or other entity deriving a principal portion of its income or revenue from transportation planning, operations, or regulation. Board members shall not engage in any other business, vocation, or employment.

(c) (1) Members of the Board shall be appointed for terms of seven years, except that (A) any member appointed to fill a vacancy occurring prior to the expiration of the term for which his predecessor was appointed shall be appointed only for the remainder of such term, and (B) the three members first appointed shall serve for terms (designated by the President at the time of appointment) ending respectively on the last day of the third, fifth, and seventh calendar years beginning after the year in which this Act is enacted.

(2) Upon expiration of his term of office, a member shall continue to serve until his successor is appointed and has qualified. No vacancy in the Board shall impair the right of the remaining members to exercise all the powers of the Board. If no vacancies exist, two of the members shall constitute a quorum of the Board. Members may be removed by the President for inefficiency, neglect of duty, or malfeasance in office.

(d) (1) The President shall designate the Chairman at the time of his appointment to the Board. The Chairman shall be the chief executive and administrative officer of the Board and shall exercise the responsibilities

of the Board with respect to (A) the appointment, promotion, and supervision of personnel employed by the Board, (B) the distribution of business among such personnel and among administrative units under the Board, and (C) the use and expenditure of funds. In executing and administering the functions of the Board on its behalf, the Chairman shall be governed by the general policies and administrative procedures of the Board and by its decisions, findings, and determinations.

(2) The appointment by the Chairman of the heads of major administrative units under the Board shall be subject to the approval of the Board. The Chairman may from time to time make such provisions as he shall deem appropriate authorizing the performance by any officer, employee, or administrative unit under his jurisdiction of any of his functions under paragraph (1), subject to approval of the Board.

(3) In the absence or incapacity of the Chairman, or in the event of a vacancy in the office of the Chairman, the Board member with the longest time in service on the Board shall serve as Acting Chairman, and shall exercise all of the powers and responsibilities of the Chairman until a new Chairman is appointed and has qualified.

AUTHORITY AND DUTIES OF THE BOARD

SEC. 4. (a) (1) The Board is authorized to establish such rules, regulations, and procedures as are necessary to the exercise of its functions and to carry out the purposes for which it is created.

(2) In the exercise of its functions, powers, and duties, the Board shall make special efforts to establish rules and procedures to insure factual accuracy, timeliness and objectivity in identifying, collecting, and reporting data and information, and shall be independent of the Secretary and other offices and officers of the department and other executive agencies in all such data identification, collection, and reporting.

(3) The Board may delegate to any officer or official of the Board or, with the approval of the Secretary, to any officer or official of the Department, such of its functions as it may deem appropriate.

(b) (1) The Board is authorized to require annual, periodic, or special reports (A) from properties (as defined in section 6(6)) which are engaged in the provision of intraurban area transport services, and (B) from local public bodies (as defined in section 6(2)) which are responsible for regulating or otherwise supervising such properties. The Board is authorized to prescribe the manner and form in which such reports shall be made, and to require from such properties and public bodies specific and full, true, and correct answers to all questions upon which the Board may deem information to be necessary, classifying such properties and bodies as it may deem proper for any of these purposes. Each such annual report shall give an account of the affairs of the property or body involved with respect to its urban transport services and operations, including the movement of passengers and freight and the receipt and expenditure of moneys, in such form and detail as may be prescribed by the Board.

(2) The Board may, in its discretion, for the purpose of enabling it the better to carry out the purposes of this Act, prescribe a uniform system of accounts and records applicable to any class of property or body subject thereto, and a period of time within which such class shall have such uniform system of accounts and records and the manner in which such accounts and records shall be kept.

(3) The Board or any duly authorized special agent, accountant, or examiner thereof shall at all times have authority to inspect and copy any and all accounts, books, records, memorandums, correspondence, and other documents, of properties and public bodies described in paragraph (1), and such accounts, books, records, memorandums, correspondence, and other documents of any person or agency controlling or controlled by any such property or body as the Board deems relevant to such person's or agency's relation to a transaction with such property or body.

(4) In carrying out its functions, the Board (or, upon the authorization of the Board, any member thereof, or any hearing examiner assigned to or employed by the Board) shall have the same powers as are vested in the Secretary to hold hearings, assign and issue subpoenas, administer oaths, examine witnesses, and receive testimony at any place in the United States it may designate.

(5) The Board is authorized, on a reimbursable basis when appropriate, to use the available services, equipment, personnel, and facilities of the Department and of other civilian or military agencies and instrumentalities in the establishment and use of the services, equipment, and facilities of the Board. The Board is further authorized to confer with and avail itself of the cooperation, services, records, and facilities of State, territorial, municipal, or other local agencies.

(6) Periodic or special reports or information duly required by the Board under the provisions of this Act shall be submitted under oath. In case of failure or refusal on the part of any property or local public body to keep accounts and records in the form and manner prescribed and to provide reports or information duly required by the Board, such property or public body shall forfeit to the United States not to exceed \$5,000 for each such failure or refusal and for each day during which such failure or refusal continues. Any person who shall knowingly and willfully make, cause to be made, or participate in the making of any false entry in any account, report, or record required by the Board under this Act or shall knowingly or willfully file with the Board any false report or other document, shall be deemed guilty of a misdemeanor and shall be subject to prosecution in any court of the

United States of competent jurisdiction, to a fine of not more than \$5,000 of imprisonment for not more than two years, or both such fine and imprisonment.

(c) (1) The Board shall report to the Congress annually on the conduct of its functions under this Act and the effectiveness of its data identification, collection, analysis, and reporting procedures, together with such recommendations for legislation as it may deem appropriate.

(2) Except as otherwise provided by law, the Board shall make public all reports, orders, decisions, rules, and regulations issued by it on the status and performance of urban transport systems and services. The Board shall also make public every recommendation made to the Secretary or any other officer of the Department and every special study conducted by or for the Board.

(3) The Board is authorized, upon the written request of any person, or any State, territory, possession, or political subdivision thereof, to make special statistical studies relating to foreign or domestic urban transportation, to prepare from its records special statistical compilations, and to furnish transcripts of its studies, tables, and other records upon the payment of the actual cost of such work by the person or body requesting it.

(d) None of the provisions of this Act shall be construed to authorize the Board to regulate in any manner the operation of any urban transport service or system, but nothing in this subsection shall prevent the Board from taking such actions as may be necessary to require compliance by the properties or local public bodies involved with duly authorized undertaking by the Board.

ADMINISTRATIVE PROVISIONS

SEC. 5. (a) Subject to the civil service and classification provisions of title 5, United States Code, the Board is authorized to establish administrative procedures to guide the Chairman in selecting, appointing, employing, and fixing the compensation of such officers and employees, including accountants, attorneys, and hearing examiners, as shall be necessary to carry out its powers and duties under this Act.

(b) The Board is authorized to appoint, without regard to the civil service provisions of title 5, United States Code, such advisory committees as shall be appropriate for the purpose of consultation with and advice to the Board in performance of its functions. Members of such committees, other than those regularly employed by the Federal Government, while attending meetings of such committees or otherwise serving at the request of the Board, may be paid compensation at rates not exceeding those authorized for individuals under section 9 of the Department of Transportation Act, and while so serving away from their homes or regular places of business, may be allowed travel expenses, including per diem in lieu of subsistence, as authorized by section 5703 of title 5, United States Code, for persons in the Government service employed intermittently.

(c) The Board is authorized to enter into contracts with educational institutions, and with public or private agencies or organizations or persons, for the conduct of research and preparation of monographs or reports on any aspect of problems related to the functions of the Board.

(d) (1) Section 5314 of title 5 of the United States Code is amended by adding at the end thereof the following new paragraph:

"(60) Chairman, Urban Transport Data Board."

(2) Section 5315 of such title 5 is amended by adding at the end thereof the following new paragraph:

"(98) Members, Urban Transport Data Board (2)".

DEFINITIONS

SEC. 6. As used in this Act—

(1) the term "State" means the several States, the District of Columbia, the Commonwealth of Puerto Rico, and the possessions of the United States;

(2) the term "local public body" includes municipalities and the political subdivisions of States, public agencies and instrumentalities of one or more States, municipalities, and political subdivisions of divisions of States, and public corporations, boards, and commissions established under the laws of any State, concerned with planning, financing, constructing, operating, or regulating the provision of urban transport systems and services;

(3) the term "Secretary" means the Secretary of Transportation;

(4) the term "urban area" means any area that includes a municipality or other built-up place which is appropriate, in the judgment of the Secretary, for a public transportation system to serve commuters or others in the locality taking into consideration the local patterns and trends of urban growth;

(5) the term "urban transport systems and services" means all modes of intraurban area transportation facilities, and passenger and freight carriage by bus, rail, truck, taxicab, or other conveyance, either publicly or privately owned, provided the public and freight shipper as a general or special service on a regular and continuing basis, whether for hire or by contract; and

(6) the term "property" includes taxicab, motor truck, bus, trolley coach, or rail transit firms or companies or combinations thereof, employing twelve or more persons, either publicly or privately owned.

AUTHORIZATION OF APPROPRIATIONS

SEC. 7. There is authorized to be appropriated each year, without fiscal year limitation, an amount not to exceed the higher of (1) \$8,000,000, or (2) one-quarter of 1 per centum of the total Federal funds committed during the preceding year for assistance to all forms of urban transportation.

EXECUTIVE

TN 2

TN 1

FG 6-16

(5)

March 8, 1974

MEMORANDUM FOR:

PAUL O'NEILL

FROM:

MIKE DUVAL

Institute for Defense Analysis

The attached analysis done for Milt Pikarsky attacks the IDA study on rapid transit versus buses. Although I have not had an opportunity to review the IDA report, this paper certainly does raise some issues which would appear to warrant further consideration by your office and UMTA.

RECEIVED

MAR 14 1974

CENTRAL FILE



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG PENNSYLVANIA 17120

OFFICE OF
SECRETARY OF TRANSPORTATION

February 4, 1974

717-787-8197

Mr. Milton Pikarsky
Chairman
Chicago Transit Authority
Merchandise Mart Plaza
Chicago, Illinois 60654

Dear Mr. Pikarsky:

The "Evaluation of Rail Rapid Transit and Express Bus Service" by the Institute for Defense Analyses (IDA) published by U.S. DOT under date of October 1973 arrived concurrently with your telephone request for an analysis of this theoretical analysis. I have reviewed it as promptly as possible, and found it to be philosophically and mathematically correct, but completely invalid, incorrect, and heavily biased as to assumptions, actual fact, and comprehension of the urban commuter market and service.]

In the interests of the taxpayer, the urban commuter, the ecology, and the energy crisis, it is my recommendation that all concerned request that U.S. DOT recall the report, either for correction, or demise.

Before explaining the basis for my comments above, it should be pointed out that the IDA study bears no relationship to any actual experience or situation. It therefore, cannot be validated, but by the same means, it is completely invalidated, unless academic freedom permits researchers to make assumptions freely without regard to real world actualities. The report also includes time costs which are the greatest factor in most of the comparisons. Time cost is a social value not directly reflected in any income or operating statement. It involves no cash, but is a proper factor in calculating modal split. It does not require subsidy or tax support. It costs only the time the user is willing to spend on it. For this reason, no comparison can be made between CTA records, or SEPTA, and IDA computations. ?

Many of IDA's assumptions are based on a book by Meyer, Kain & Wohl put out by Harvard Press in 1966 (Page 11). This work was begun by the late President Kennedy's Science & Technology Office. I was called to Washington to review it with one of the authors over a decade ago. Discussion did not bring the unrealistic theories and practical experience together, so I was forced to write an unfavorable analysis. Apparently, my reflections were not a minority view, for the government decided not to release the work. It came out a few years later under private auspices. While my name appears in the credit lines, it should not be assumed I contributed to or endorsed this MKW report. I objected strongly to its many aberrations, only a few of which were corrected.

DOT W/C
BACK THURS

VLECID'S
BUCK
MCLEAN
DOOLITTLE
BOND
KRAMER
BRIDGEMAN
HARRINGTON
BARANOV
GINDY
DUVAL
GAMBACINI
GILSTADT
CULTAS
SULOWAY
RONAN
SNOWHITE
HEALY
T HILL
KEIPREY
KRAMER

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CHAIRMAN'S OFFICE

Mr. Milton Pikarsky
Page 2
February 4, 1974

The IDA report, for its own purposes, assumes that there is no driving or being driven to the suburban transit service. All passengers are thus penalized with huge feeder costs, both actual and time costs. The report ignores completely the need for and usual existence of an integrated, synergistic metropolitan transit system, and assumes most unrealistically that all travel is to the Central Business District. To show the peculiarity of this assumption, let me just point out that in Philadelphia, only 35½% of the transit riders originate or terminate in the CBD. The IDA solution to the transit problem would not serve the other 64½%. (PJ1p76) (228 x 2 ÷ 1,283)

Because of severe time limitations, I will limit my analysis to commenting on those many elements in the ADA report that are in error or distorted. If these corrections were made, U.S. DOT would find that rail transit in its proper and fairly wide application would be the least costly and most attractive form of urban movement available, free uncongested automobiles excepted. The corrected costs for a fourteen mile trip are:

Rail transit	\$1.60
Busway	\$1.75

Page 1 of the IDA report ignores elasticity. The Lindenwold rail line generates 75% more rides per capita in its corridor than Shirley Highway buses do in theirs. (University of Pennsylvania report, Dr. Vuchic HRB 459). Other studies (P.U.F. 5-61) found rail rapid transit generates 50% more rides per capita than bus service. Suburban rail commuter service use has not noticeably declined per mile of route since World War II, but suburban bus service has lost 75% of its riders.

On page 7, automated rail transit facilities are used for examples but even IDA agrees (page A-52) that these are more costly, and certainly they are not highest density, being suburban rather than urban lines.

On page 8, partial exclusive busway and express bus operations in Detroit, Philadelphia and St. Louis are omitted. Their poor results are thus avoided in the study. The assumption that they would attract rail volumes of patronage is contrary to field experience, as noted above. The \$1,000 per capita cost for rail, amortized over 40 years, is only \$101 per year, as compared to auto capital costs of \$240 per year per capita, but nevertheless, it is very high compared to PATCo (Lindenwold) cost of \$300 per capita, excluding Philadelphia's large population at one end of the line.

Page nine makes the unfounded charge that jitneys are outlawed to prevent them from solving our transit problems. Jitneys are not outlawed. Any transit authority finding them useful can use them freely. Their use in Atlantic City has not held fares down. Fares have increased there by 500% in

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25 years. The Potomac Edison Company substituted a bus-wagon for its suburban electric railway west of Frederick, Maryland and lost all of the passenger volume. Dial-a-ride bus wagons do not achieve more than a fraction of conventional transit ridership. (See attachment) Further jitney mythology appears on pages 24 and 124.

On page 10, (2.3.2) the IDA assumes rail technology has much higher initial investment costs than comparable bus systems. This is not true. Studies by qualified professionals have found comparable bus systems would be equal and often higher in initial cost. Washington, D.C. and Buffalo have reports in some detail on this. ?

On page 16, IDA assumes half-the-headway for waiting time, but this is true only on frequent services. Timetable oriented commuters wait an average of only three to four minutes, placing a ceiling on waiting time where reliable service is operated.

Page 19, reports \$1.24 per mile for bus operating costs, but only 32¢ per mile for jitneys. Adequate documentation is available to prove that large substantial buses cost no more, and often less, to operate than cheap little buses, vans, or jitneys. What IDA has done is to assign a 50% cut in wages to jitney drivers, submersing them into the poverty earnings classification. This is not true economy, nor is it legal or practical.

On page 20, the graph (figure 2) shows bus costs at only 23¢ per ride (c) but the text on page 21 pegs the same at 43¢. The difference would change the recommendation for jitneys back to buses.

Table 1 on page 25 delineates bus costs in 38 areas. Costs per mile of only 73¢ per mile are equal to only \$8.76 per hour at the quoted ATA rate of 12 miles per hour. Cities with rapid transit were spending \$11 per bus hour in 1970 for bus operations costing 92¢ per mile which is 26% more than the average of the 38 lower wage areas used for the study. In 1972, this would raise the costs to \$1.01 per mile instead of 80½¢. Even this figure is very low for our major cities.

Page 27 perpetuates the declining cost of buses myth originated by U.S. DOT. Table A-7 on page A-14 shows the price index on buses but does not reflect specifically urban transit bus costs. In 1949, a city bus cost \$15,000. In 1958, the cost was \$22,000, in 1960 it was \$28,000, and now it is \$38,000 for a comparable model. My slide rule says this is an annual increase of ½% adjusted for constant dollars. School buses and intercity buses are not relevant to this exercise and should be excluded.

On page 28, IDA relies on Meyer, Kain & Wohl for the hope that highway space costs almost nothing. Anyone who has built expressways in urban areas knows that land costs will vary between 25¢ and \$10 per square foot. |

- more -

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Higher priced land will be avoided. The RMC curves are much more realistic for incremental acquisitions, but not for new continuous rights-of-way which will average \$400,000 per two-lane urban bus-way mile. By definition, it must lead to the core of urban density. See A-26.

Table 5 on page 31 is based on the sub-standard wages from page 25. The 81.1¢ per mile would become \$1.02, the capital cost plus operating cost would exceed \$1.63 per mile, not \$1.40. On exclusive busways, the factors are much worse. Most express busway buses can make only one productive trip each peak, and the fleet can average only 3 trips per day. Drivers must be paid for a long day with overtime plus dead time and garages must be full size. Actual experience reveals costs of double the costs calculated theoretically by IDA. Page A-7 reveals that extremely high-utilization mileage from intercity costs were used for urban busways. This is gross error, because the urban commuter driver will earn \$60 per day with fringes for 78 miles of work. With supervision, transportation will cost 90¢ per bus mile, not 26¢ as IDA miscalculates. The garage and maintenance costs will approximate conventional rates because of poor utilization. A ten mile-an-hour bus on an urban arterial will average 100 miles per day as opposed to 78 for the busway because of the wide difference in peak-to-base ratio. The validity of this point can be seen in Greyhound's disposal of all possible commuter operations for obvious reasons.

Table 6 on page 33 must also be corrected, similar to page 31. Operators know that 19-passenger buses cost more to operate than standard buses, not less. I can cite Williamsport, New Castle, and Orange, California for direct evidence, but most other operators agree. That is why small buses do not sell well.

Figure 6 on page 37 is correct but meaningless. Subway costs at \$30 million per mile are mixed with surface right-of-way only costs of \$4 million per mile. Since exclusive busway capital was based on open right-of-way, a rail line could be built the same way so that only the \$4 million per mile costs are comparable for the IDA exercise. This reduces rail rapid transit cost by 80%, or 70% if a mile of downtown subway is utilized instead of street operation (which latter would be possible with light rail vehicles and far superior to buses with high capacity rail train operation).

Page 38 misrepresents Cleveland and Lindenwold lines by reporting they merely "upgraded existing rail lines." While this is a good technique, it was not the case. Lindenwold removed the existing rail line, built a short subway in Camden, built a new aerial right-of-way through Collingswood and Westmont, and built a new grade separated sub-grade facility through Hadonfield retaining a separate railroad in addition to building its own facility. The cost included 8,000 parking spaces totally unutilized in the IDA model.

Cleveland did upgrade three miles of light-rail route in constructing

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its 19 miles of line, but the balance of 16 miles was all new track, all new stations, all new railroad grade separations, all new signals and power systems, all new parking lots not used in the IDA model, and all new shops. Cleveland had to pay for the right-of-way.

On pages 40 and A-4, the assumption is made that city streets are generally uncongested. If this assumption were valid, there would be little need for busways or rapid transit. City automobile speeds range from below 10 miles an hour to over 20. Main arterials when free flowing, average about 18 where cross street density is high. There is ample evidence and citizen concern to validate the proposition that urban streets are congested, so that IDA assumptions do not hold nor apply.

Page 41 assumes that a jitney driver will work for \$3.10 but a transit employee must be paid \$7.20. Page A-45 also relates to this, as did my comments on page 19. Rapid transit is charged with a man on each pair of cars, but at most volumes, trains of four, six, eight and even ten cars operate with no added manpower. IDA has ignored this very efficient feature of rail operation. (see footnote e on page 41).

On page 47, IDA assumes time at the value of auto-parkers in downtown Chicago where 85% of the accumulated trips come in by transit. Auto parkers are the highest income, shortest-in-time people, paying far above average for their time. Outlying transit riders are just average people at much lower values, seldom on expense accounts. It is odd IDA would take the lowest possible bus employee wages but the highest possible access values for rail passengers. In Philadelphia in 1960, mathematicians found people reacted as if time cost 1.7¢ per minute (PJ report). For 1972, this value can be trended to 2½¢ per minute or \$1.50 per hour, not \$7.20. The great difference here invalidates the largest portion of IDA's costs.

On page 48 (4.2.4), IDA assumes people will pay more for auto travel than for transit travel, even when money and time costs are equal. This is very true for some people, but the average person on a CBD trip will react just the opposite. The PJ study found that when equalized, almost two-thirds of the two-car families will take transit to work in the CBD. (PJ Report 1 p. 83)

Page 51 computes differential rates of fuel consumption for busway and local street use. Although not usually done, this is most nearly correct, but being so, the same should be done for rapid transit which is based on the close stopping distances of urban routes. Skip-stop and express services can be offered, even on double track lines. The fact that rail cars can use nuclear, hydro or pumped storage power was purposely ignored. It is also possible, and perhaps desirable, to use diesel peaking power plants for rail rapid transit to insure lowest full cost and lowest pollution. Table 11 shows that only a half cent of coal is needed (4 pounds) where 3¢ worth of diesel fuel is needed per vehicle mile. Coal emissions are far less toxic than diesel, ex-

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cept NO_x which is 15% higher by rail by coal than diesel bus. However, the NO_x is dissipated in remote open areas whereas IDA would have wall to wall buses belching forth on downtown streets. There is no comparison. By tying the inefficient bus-wagon to all rail passengers, they have been able to show poor rail efficiency, but this is a totally unreal assumption. In the average case, 40% walk or are driven to urban rail transit, 40% use bus (not 100% on minibus) and 20% park-ride. IDA admits a diesel bus is far superior fuel-wise, to a minibus. See page 58.

Page 61 correctly reports that the urban automobile is heavily subsidized. I agree and note this for repeated reference.

Recommendations on page 62 for more express buses ignores completely the needs of many passengers for local buses. Transit operators utilize express buses wherever they can, but remembering IDA's penalty on waiting and transfer time, an express bus is inconvenient and costly for non-CBD riders, or CBD riders to non-express points.

IDA does not comprehend an urban transit system on page 66 where they set up unique and specialized feeder routes to rapid transit isolated from all other local area needs. Cities have crosstown and neighborhood bus lines which serve schools, shopping districts, auditoriums, industry, residences, medical centers, etc. that also serve as rapid transit feeders as a by-product. No special routes are needed, but some extra service on some outlying routes may be required. This totally invalidates the IDA computations.

On page 82, IDA reports that frequency is more important than higher speed. For a half-mile trip, this is true, but for the 6, 10 and 14 mile trips they analyze, it is definitely not true at all. If it were true, commuters would use buses and not trains. They usually don't. See comments on page 1 on this issue. Many studies confirm that speed is prime and cost is secondary. All other factors are negligible if the frequency is sufficient to meet work schedules, ie. 15 to 30 minutes.

The model used by IDA assumes that rail trains will make nine stops for no passengers in each half trip, then finish the trip with no passengers at all. This inflates cost and reduces benefits. Either rail should get the benefit of reduced station stops or else it should get credit for serving huge volumes of people not possible to serve by their busway model. Their assumption that only a few passengers would be lost is totally invalid. In North Philadelphia at seven subway stations on a ten mile line, volume peaks in the reverse direction and could not be served by the busway pattern. In Chicago, when the Lake Street elevated was extended to Dan Ryan, volume increased markedly. IDA assumed zero volume for this type of service. The 30% figure given for Toronto is more typical than an exception. IDA has

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arbitrarily thrown away a third of the riders, or has failed to add 50% to the CBD volume. This has a marked effect on unit costs per passenger.

The quotation on page 90 from the Highway Users Federation is a gross misstatement and I have so informed Marshall Reed previously. Chicago's Eisenhower Expressway is fine but it is not "the next most heavily traveled rail line" outside New York. Chicago's north-south line carries 15,000 per peak hour one-way, perhaps more. Toronto carries 39,000; Philadelphia has three lines at 15,000. Neither the Oakland Bridge nor the Lincoln Tunnel are comparable. These are short links where many diverse bus lines from many directions briefly converge to move non-stop through a bottleneck, requiring massive terminals at the city end to handle the passengers. Each bus stop of this type would cost over \$100 million at 1972 costs but no such costs are included in the IDA study. Eighteen lanes are required to terminate the Lincoln Tunnel buses. Even so, the rides per capita are very low in both bus cases, when compared to rail transit.

On page 97, IDA did not assume "the same line haul route configuration" for bus as for rail. Rail had stops, some in subway or on aerial structure. Bus had no stops at grade with no provision for cross streets. The assumption is completely invalid and unworkable.

The bus operation for busways in the CBD is unbelievable. Newark, New Jersey on Broad Street once had a skip-stop, hop-scotch bus stop arrangement, and Market Street in both Newark and Philadelphia had or has two lanes of buses, but little other traffic because each city has several rail rapid and commuter lines to relieve it. The air pollution with such an operation would be asphyxiating. The noise would be intolerable. The peak speeds would sink to 3 or 4 miles per hour as it has in Newark, Philadelphia and on the exclusive busway in New Orleans at peak hours on Canal Street. ✓

IDA states on page 129 that their study shows that buses offer high quality service, but there is no real life metropolitan area situation where they can point to a real time example. Shirley Highway is not it. Shirley is doing the best it can, and it is a great improvement, but still its on-time performance is unacceptable by adequate standards, its modal split is low, its operating cost is high, and its trip generation is relatively low, with an abysmal off-peak and reverse ride capability. In view of the preceding comments, the IDA conclusion is untenable. They are correct, however, in reporting that UMTA substitutes uneconomical capital for labor. There is no associated conclusion, however, that this caused cities to build unjustified rail systems, but quite the opposite. San Francisco voted for BART with no Federal aid. Washington voted 70% for rail with a huge self-sustaining bond issue not expecting the guns-and-butter inflation that followed. Atlanta published its first rail brochure long before UMTA. The Lindenwold line and the Cleveland main line got no aid at all from any taxpayer. The long River-

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side line in Boston had no Federal aid. The Fort Worth mini-subway was built by private enterprise.

The IDA makes the calloused assertion on page 131 that jitneys need be no safer than automobiles. This would increase public transportation hazards ten fold or more. The economy of jitneys can best be seen in Davenport, Iowa where an aggressive operator has gotten the cost per ride down to \$1.25 average (bus fare 35¢) by leaving the peak of the peak to the local bus company.

IDA is in error on page A-2 where they cite Canada because they ignored the low operating costs of the efficient Toronto Transit system.

The IDA has no comprehension of bus speeds on page A-6 where they think arterial buses can make 15 mph and 9 mph in the CBD. They admit ATA finds 12 mph to be the average speed and ATA CBD studies as well as my own, have found CBD speeds to be from 3 to 5 mph. This nearly doubles to IDA's bus cost estimates.

Page A-7 and A-8 are in error as explained on page 31.

Page A-16 is in gross error in assuming Lindenwold rail line car mileage for express buses. (48,900 annual miles per car) With a 14 mile bus run, and three round trips per day as all that people will use because of the peak ratio, there will be only 21,420 miles per year. Lindenwold is high because of the high speed, quick round trip, and multi-car train operation where car miles are wasted to save yard expenses not a factor with buses. Lindenwold also operates all night and Sunday which no busway has ever generated patronage to sustain.

Page A-20 does not include repaving costs which highway accountants sometimes capitalize. No unique snow removal costs for buses only are included, and no provision is made for the 20,000 pound rear axle on buses which requires extra pavement and maintenance.

Page A-32 has a grossly understated bus garage cost at \$6,100 per bus. In Miami or Los Angeles, this might have sufficed but now up north, nothing less than \$12,000 will do.

Page A-33 mistakes escalating cost for a secular increase when actually from 1956 to 1963, maintenance was not done to hold the 15¢ New York fare, but now deferred maintenance is costing. A well run operation would be more like Toronto where costs have risen 300% as opposed to New York where the same figure is 600%, for buses as well as trains. It is not all labor cost but deferred maintenance.

Table A-14 on page A-34 is based on including one-man per car

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street cars in rapid transit cost figures. If this aberration is removed, the average drops to \$1.30 per car mile, down 17%. If PATH is also excluded because of their short shuttle, extra peaked nature, the average drops to \$1.17 per car mile, down 25%, and almost identical with the suburban Lindenwold line so typical of the IDA model. At the same time, bus costs are up to nearly that level for half the size of vehicle.

Table A-15, page A-37 has non-comparable automated car costs included in the trend even though IDA recognizes automation is not economically sound. Note that the efficient, useful Toronto car cost only \$162,853 in 1970 when Rohr charged \$100,000 more for the same size automated car the year before.

On page A-40 IDA admits to depreciating rail land but not bus land. As I figure it, the average cost is \$19,800,000 per double track mile, not \$23,200,000 because New York has some four track lines, but this includes subway and aerial construction not used for buses. The rail right-of-way comparable to the busway plus subway downtown would cost only \$5½ million per mile, 75% less than the IDA figure.

On page 41, Table A-18, Lindenwold line is not on existing roadbed. See page 38. The Philadelphia subway extension is missing where 3.2 track miles were built all underground for \$40 million, or \$25 million per double track mile, 1973 completion.

Page A-43 is in error on minimum volumes. Shaker Heights has only 14 miles of first main track, doubling minimum car-miles per mile. [Note the low density lines are the most economical.] - ? . ?

Page A-44 allows 10 years for rapid transit construction with attendant inflation but the record shows 4 years is ample.

On page A-45, the IDA claims to have adjusted costs for peaking but only academically. No such adjustment appears in the gross annual figures, or at least not nearly enough to see them.

On page A-46, no peak cost is estimated for jitneys which have the worst peak to base efficiency. Jitneys are allowed salvage value but valuable rail facilities are not. (A-49)

Page A-51 must have an error. Table 7 has no 20¢ per car mile cost that I can find that would include 32¢ for trainmen. IDA realizes something is wrong with their figures but does not realize the problem is not trainmen but station cashiers.

Page A-52 contains the untenable position that capacity is not a restraint, and that a man on every two rapid transit cars is favorable. IDA correctly discovers that automation is too costly.

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I do not agree with IDA on page A-53 that the peak hour is less elastic. At 7 a.m., the family car is available for whomever gets it first and special rush hour alternative services are operated. At noon, the woman back home has no car left for her use in the typical case, and no special peak transit service.

Page A-55 claims street lane capacity of 1,080 vehicles per hour. My studies at traffic signals find an average of only 8 cars per minute can cross a signalized intersection with pedestrians and turns. That is only 500 cars per hour, half the claimed capacity. This checks out at 2,000 per street per hour and 30,000 per day. Few four lane streets can exceed this. Certainly, no street can double it.

On page C-9, a rapid transit service stopping locally as IDA correctly conceptualizes obviates the need for frequent heavy local bus service over the same route saving several dollars per bus mile. Direct costs saved approximate \$1.50 per hour, plus street costs of 39¢ (C-9), plus time savings of \$1 per mile. IDA gives rapid transit no credit for this \$2.89 per mile saving equal to 96¢ per passenger.

Attached is a tabulation of the corrected estimates.

I regret time does not permit more sophisticated analysis of the IDA report, but I am sufficiently well grounded to assure that I can successfully defend all of the points made in this letter in any forum under any cross examination.

With best wishes for solving these problems.

Respectfully yours,



E. L. TENNYSON
Deputy Secretary
Local and Area Transportation

600/ELT/mva

Attachments

COST OF SUBURBAN TRANSIT SERVICE

Ten-Mile Line Haul
Three-Mile Feeder Area
One-Mile Central Business District
(PennDOT Preliminary Calculations)

	<u>Arterial</u>	<u>Express Busway</u>	<u>Rail Rapid</u>
Feeder Service	integral	integral	diesel bus
Service area in square miles (A)	8	3	17
Service area six exits (B)	-	14	-
Population (A)	48,000	12,000	102,000
Population (B)	48,000	66,000	102,000
Annual rides per capita (table 17)	125	140	188
Annual rides (A)	6,000,000	1,680,000	19,200,000
Annual rides (B)	6,000,000	9,240,000	19,200,000
Crosstown bus routes (feeders)	7	7	7
Arterial bus routes in area	1	1	0
Trunk travel time (minutes)	62	13	19
Feeder travel time	15	15	15
Auto Feeder time 40% of trips	-	34½	34½
CBD loop time-one way	-	12	-
Transfer time	7	0	7
Headway peak/base	1.5/7.5	10/30	3.5/7.5
Total time from 13 miles	85	45-	44½
Peak hour one-way volume, each line	2,000	310	8,000
Vehicles in service (A) buses	65	16	29
Vehicles in service (B) bus or rail	65	106	76
Total vehicles	65	106	105
Vehicle miles per year	1,950,000	2,280,000	3,144,000
Passengers per vehicle mile	3.1	4.0	6.1
Maintenance way & structures @ 20¢	0	180,000	450,000
Maintenance of equipment @ 15¢	292,500	342,000	471,000
Transportation @ \$8 per hour	1,560,000	2,000,000	1,816,000
Fuel or power	80,000	92,000	296,000
General and miscellaneous	325,000	433,000	506,000
Total Operating Costs	\$2,257,500	\$3,047,000	\$3,539,000
Cost per passenger	37.6¢	33.0¢	18.4¢*
Investment	\$3,900,000	\$36,360,000	\$97,120,000
Annual charges @ 10%	\$ 526,500	\$3,840,000	\$ 9,506,800
Capital cost per passenger	8.8¢	41.5¢	49.5¢
Total cost per passenger	46.4¢	74.5¢	67.9¢
Time value per minute 2½¢	\$1.45	\$1.00	\$0.92½
Total cost of transit trip	\$1.92	\$1.75	\$1.60

* The realism of this figure is attested by the Toronto and Montreal experience of \$0.12 and \$0.14 as reported at the January 1974 sessions of the Highway Research Board.

(Footnote continued on next page)

It should be noted that capital intensive rapid transit volume is developed here to only 8,000 per peak hour, whereas the Institute for Defense Analysis calculated 28,000. Any increase above 8,000 would intensify the rail rapid transit cost advantage since all variable costs are lowest for this mode.

It should also be noted the arterial bus service and rail rapid transit develop crosstown bus lines which feed the trunk, but express busway buses as IDA planned do not. If buses were added for this function, the system cost would be much higher.

If the transit alternative is compared with auto travel, the 4,000,000 added CBD transit trips ($19,000,000 \times 2/3$ CBD = 12,667,000 $\div 2/3$ for basic riders by other modes leaves 4,000,000) will save motorists $62\frac{1}{2}\phi$ each way on parking space at 67% pay and 33% free or 42ϕ average, saving an additional \$1,680,000 per year or 8.8ϕ for each rider on the rail system. No time saving cost is involved as the added users have free choice of driving or using transit.

** All costs subject to inflation are favorable for rail rapid transit while costs of capital will remain fixed once built. In 1990, if a system were built by 1980, cost per ride would escalate from 33ϕ to 44ϕ for an expressway bus system plus 41.5ϕ for capital or 85.5ϕ total in 1990, whereas rail rapid transit would escalate from 18ϕ to 24ϕ plus 49.5ϕ for capital or $73\frac{1}{2}\phi$ in 1990, widening the differential from $6\frac{1}{2}\phi$ per ride to 12ϕ per ride less for rail.

ANNUAL RIDES PER CAPITA

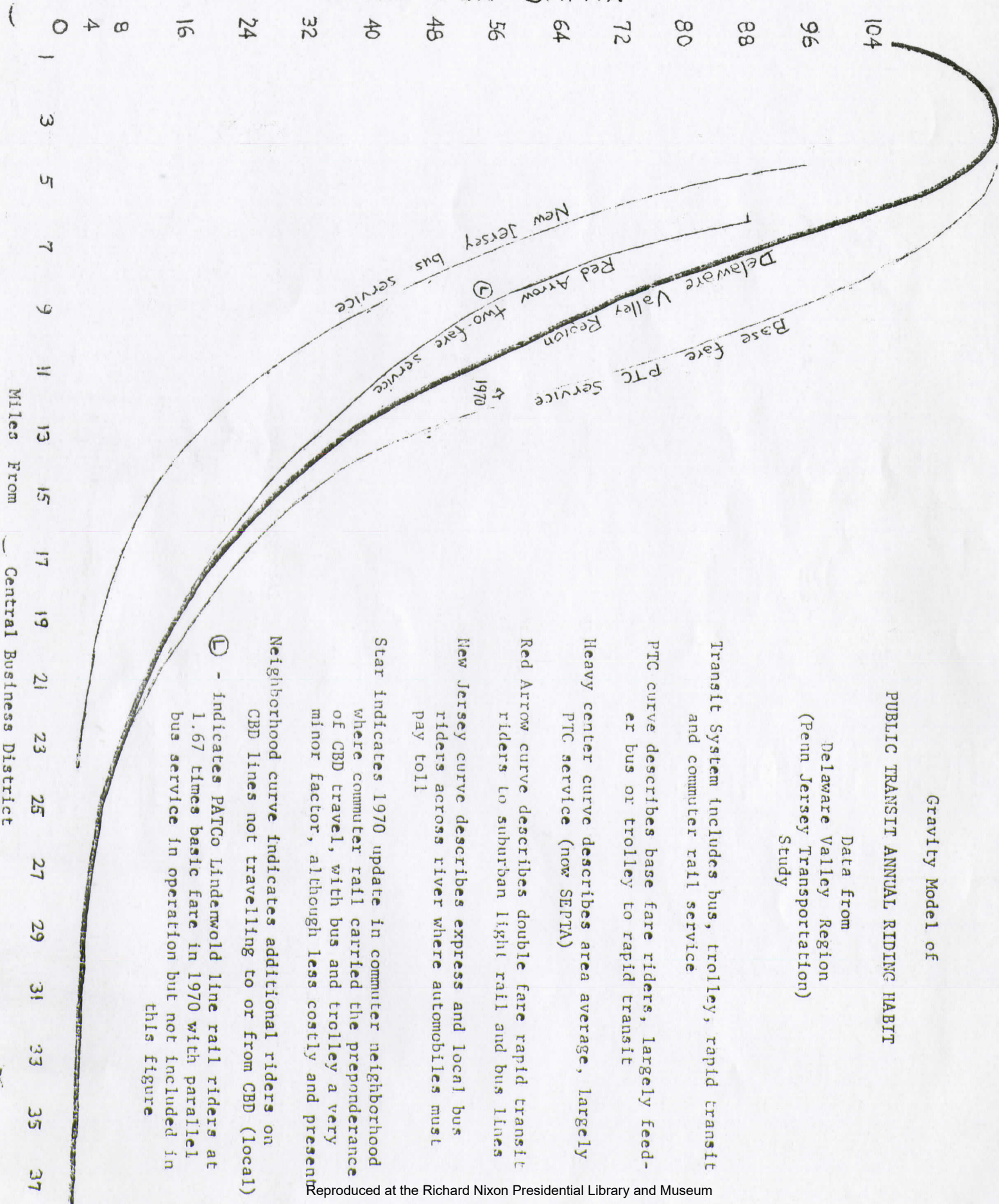


Table 2. SCREENLINE COUNTS Shirley Highway Screenline Station

	Auto Persons	Total Vehicles	Auto Occupancy	Bus Passengers	Total Persons	Bus Percent
October 1970	12,210	8,006	1.37	4,353	16,563	26.23
October 1971	7,564	5,662	1.34	7,824	15,388	50.34
Difference	- 4,646	- 3,214	-0.03	+ 3,47	- 1,175	+24.56
Total Screenline						
October 1970	50,508	35,724	1.41	14,248	64,756	22.0
October 1971	42,937	31,740	1.35	16,308	59,245	27.5
Difference	- 7,571	- 3,984	-0.06	+ 2,060	- 5,511	+ 5.5

Decreases in total corridor trips were caused by shifts in employment and other factors which are being investigated.

were diverted to the Shirley Highway to take advantage of newly completed sections of the exclusive busway.

Commuter Profiles

Characteristics of commuters in the corridor and their attitudes toward modes of travel are, of course, extremely important factors for the evaluation study. Information has been developed from both the 1971 April and October surveys.

The October survey contained an open-ended query designed to elicit from motorists unguided attitudes toward the concept of an exclusive roadway for buses now being demonstrated on Shirley Highway. While there were some very lengthy negative comments, overall three-quarters of the motorists commented favorably about the concept. Even more significant was the fact that two-thirds of the motorists on the Shirley Highway ex-

pressed a positive reaction to the project.

A profile of the bus commuter and the automobile commuter emerges from data as shown in Table 3. The scale used for the measurement of attitude needs some explanation—a score of one signifies a very positive attitude about transit and four signifies a very negative attitude. Both groups appear to be more positive about transit in the October survey than they were in the initial survey in April.

The profile data reveal that nearly three-quarters of the automobile commuters are male, while the bus commuters are about evenly divided between the sexes. The automobile commuters also have higher incomes, as expected, but the bus commuters are not too poor and their average income increased between the two surveys by nearly \$1,000. This rise in average income implies that a substantial number of well-to-do motorists became bus riders between April and October.

Table 3. Bus and Auto Commuter Profiles

	<u>Bus</u>		<u>Auto</u>	
	April	October	April	October
Percent Male	49	54	73	74
Household Income	\$15,500	\$16,400	\$19,500	\$19,100
Cars/Household	1.1	1.3	1.7	1.7
Attitude Score	1.9	1.6	2.7	2.4
(1.0 Very Positive)				
Captive (no Auto)	33%	24%		
Choice (Auto Available)	52%	57%		
Auto Available but "hardship"	14%	16%		

* The person had an auto available for his trip, but at some inconvenience to others.

1970 CENSUS

METROPOLITAN AREA WORK TRIPS BY PUBLIC TRANSPORTATION

Comparison

Population	Metropolitan Area	% Transit	% Jobs in City	Transit Vehicles/100,000
11,571,899	New York *	38.3%	64%	141
4,820,915	Philadelphia *	24.2	48	81
6,978,947	Chicago *	24.1	53	72
2,753,700	Boston *	19.8	38	70
2,401,245	Pittsburgh *	17.5	36	60
2,861,123	District of Columbia	17.3	45	73
2,070,670	Baltimore	16.6	50	55
3,109,519	San Francisco *	15.7	50	70
2,064,194	Cleveland *	13.8	54	51
1,403,887	Milwaukee.	13.2		44
548,383#	Niagara Frontier	12.1		41
1,390,164	Atlanta	10.3		43
1,384,911	Cincinnati	9.6		39
1,813,647	Twin Cities, Minn.	9.3	59	40
2,363,017	St. Louis	9.0	42	53
1,267,792	Miami	9.0		40
4,199,931	Detroit	8.4	39	33
1,421,869	Seattle	7.7		41
1,555,950	Dallas	7.0		29
1,985,031	Houston	5.9		23
675,543#	Kansas City, Mo. & Kansas	5.8		29
7,036,887	Los Angeles	4.7		24
514,678#	Denver	4.7		20
1,357,854	San Diego	2.6		22
445,779#	San Jose	2.3		7

Note:

*Off-street electric railway service is provided

#City population only

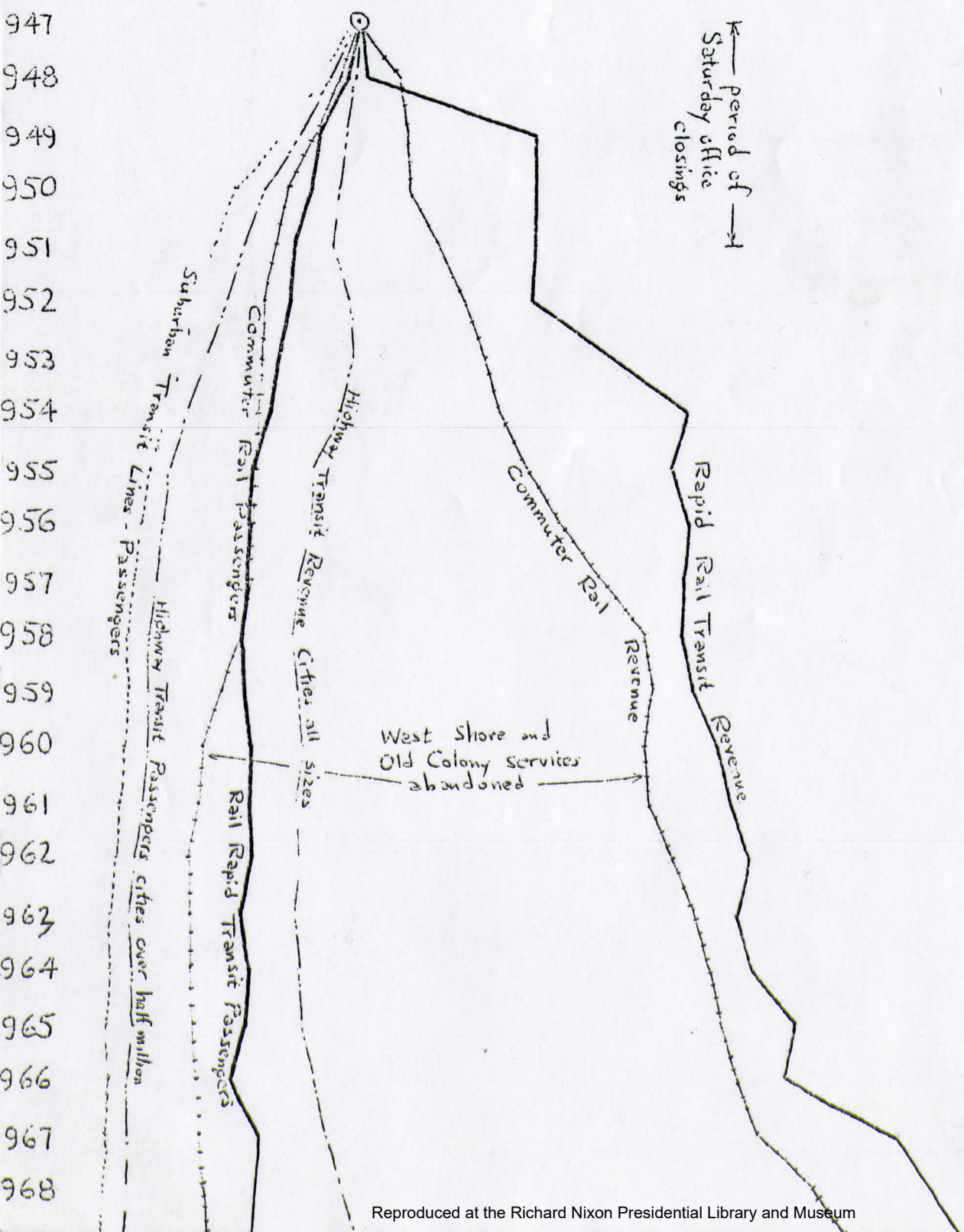
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ELT

TRENDS OF METROPOLITAN PASSENGER TRANSPORTATION

INDEX - 1947 = 100 = peak year

240
220
200
180
160
140
120
100
90
70
50
30



March 8, 1974

Dear Milt:

Thank you for sending me a copy of the analysis you had made of a DOT report titled "Evaluation of Rail Rapid Transit and Express Bus Service." I have sent along a copy of Mr. Tennyson's letter to the OMB people who are likely to be most involved.

I hope that we will soon have an opportunity to sit down and discuss various legislative proposals currently before the Congress in the public transportation area and in that regard I am still hopeful that I will be able to schedule a trip to Chicago very shortly.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

Mr. Milton Pikarsky
Commissioner of Public Works
City of Chicago
City Hall
Chicago, Illinois 60602

EXECUTIVE

Whio/Raoul Duval,

TN2

Michael

March 8, 1974

Dear Mike:

I appreciate receiving your letter and the opportunity it gives me to thank you once again for your kind hospitality during the meeting of the Secretaries of Transportation from the various states at Disney World. I found the session to be enormously useful and it contributed greatly to my understanding of the problems which are confronting the states in the transportation area.

I hope that the dialogue we had in Florida will continue throughout the year and result in a constructive partnership as we move forward to solve the nation's transportation problems.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

Mr. H. Michael Dye
State-Federal Programs Coordinator
Florida Department of Transportation
Hayden Burns Building
605 Suwannee Street
Tallahassee, Florida 32304

PRB-2/Bufalo
FAH
TN2

March 15, 1974

Dear Mr. Hennessy:

The President has received the copy of the resolution adopted by the Legislature of Erie County. He appreciates your courtesy in letting him know of this action.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. James E. Hennessy
Clerk of the Legislature
Erie County Legislature
25 Delaware Avenue
Buffalo, New York 14202

cc: w/inc. to James Falk

jz

9

RECEIVED
MAR 16 1974
CENTRAL FILES

TN2
LC/El Paso
CO100

March 20, 1974

Dear Fred:

Thank you for the copy of your recent letter to Sr. Eugenio Mendez^x Docurro, concerning the transportation system between El Paso and Juarez. I appreciate very much your keeping me informed on this matter.

I look forward to seeing you again soon.

Sincerely,

Anne

Mrs. Tobin Armstrong
Counsellor to the President

And it was good to talk to
you last week

Honorable Fred^x Hervey
Mayor
City of El Paso
El Paso, Texas

ALA:DW:pw

3

RECEIVED

MAR 22 1974

CENTRAL FILE

3-20-74



FRED HERVEY

Mayor

David
OFFICE OF THE
MAYOR
THE CITY OF EL PASO, TEXAS

MAR 11 1974

March 7, 1974

Mrs Tobin L Armstrong
Counsellor to the President
The White House
1600 Pennsylvania Avenue
Washington, D. C. 20500

Amra
Dear Mrs Armstrong

I am enclosing a copy of a letter sent to the Secretary of Communication and Transportation, Sr. Eugenio Mendez Docurro, concerning our position on the transportation system between the cities of El Paso, Texas, and Ciudad Juarez, Chihuahua.

Sincerely,

Fred
Fred Hervey
Mayor

FH.lnc gv

Enclosure



OFFICE OF THE
MAYOR
THE CITY OF EL PASO, TEXAS

March 7, 1974

FRED HERVEY

Mayor

Ing. Eugenio Mendez Docurro
Secretario de Comunicaciones
y Transportes
Avenida Universidad y Xola
Mexico 12, D. F.

Estimado Sr. Secretario:

As you know, some months ago, the Government of Mexico stopped the only transportation system which was used by the working people of Cd. Juarez and El Paso. And since that time, we have been without such a transportation system between our two cities.

We have worked through the Mayor of Juarez, Sr. Mario Jaquez Provencio, toward the establishment of a bi-national transportation system; we have presented the problem to the Governor of the State of Chihuahua, Lic. Oscar Flores; we have made two trips to your office to explain to you the importance of this system to the people of the cities of El Paso and Juarez.

In our last meeting with you, you advised me that you would contact me within two, or at the most, three weeks. The meeting was held on January 15, 1974, but to date, we have had no communication from you.

The City of El Paso, through the request of Sr. Mario Jaquez Provencio, endeavored to establish an interim system of jitneys; but, after a trial period of seven weeks, it is the opinion of the City of El Paso that this is a very unsatisfactory arrangement.

Even though the Cd. Juarez Administration supports the streetcars, there seems to be some opposition by the Juarez business community. It may be that we should have more modern streetcars, a trolley-bus operation, a combination of trolley-bus and regular bus service or seek some other form of mass transportation between the two cities.

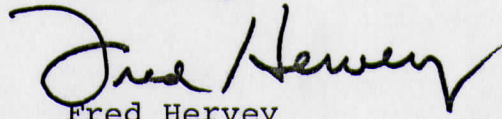
Ing. Eugenio Mendez Docurro
March 7, 1974
Page 2

A meeting with the proper authorities of Mexico who can work with us for the solution of a transportation system is imperative.

The City of El Paso has decided to cancel the permit of the jitneys. It is the purpose of this letter to ask if you have an interest in resolving our mass transit problem between El Paso and Cd. Juarez. If not, where do we go from here?

I would appreciate an answer to the above questions.

Sincerely,



Fred Hervey
Mayor

FH:lnc

cc: The President
The White House
Washington

Mrs. Tobin L. Armstrong
Counsellor to the President

The President of Mexico
Mexico, D. F., Mexico

The Honorable Dolph Briscoe
Governor of Texas

The Honorable Oscar Flores
Governor of Chihuahua, Mexico

The Honorable John G. Tower
United States Senate

The Honorable Lloyd M. Bentsen
United States Senate

The Honorable Joseph John Jova
American Ambassador to Mexico
Mexico, D.F., Mexico

Mr. Rene Mascarenas
Intergovernmental Relations Board

Ing. Eugenio Mendez Docurro
March 7, 1974
Page 3, cc: cont'd.

Mr. Cruz Tafoya Delgado
President
Juarez Chamber of Commerce

Mr. Facundo Morales
President
Camara Nacional de Comercio en Pequeno

Mr. Donald Holmberg
Executive Director
El Paso Chamber of Commerce

Mr. Robert F. Haynsworth
President
El Paso Chamber of Commerce

EXECUTIVE 3

FAH

TN2

FC 36-15

March 25, 1974

COMMITTEE ON PUBLIC WORKS

WASHINGTON, D.C. 20510

March 22, 1974

Dear Mr. Chairman:

I wish to acknowledge and thank you for your March 22 letter to the President concerning urban transportation assistance legislation.

You may be assured your letter will be called to the early attention of the President and the appropriate members of the staff. Your views, as Chairman of the Subcommittee on Transportation, will be carefully studied.

Although I assume the enclosed releases were made available to the Committee at the time the proposed Unified Transportation Assistance Program (UTAP) was transmitted to the Congress, I am enclosing copies for your ready reference.

With warm regard,

Sincerely,

Tom C. Korologos
Deputy Assistant
to the President

The Honorable Lloyd Bentsen
Chairman, Subcommittee on
Transportation
Committee on Public Works
United States Senate
Washington, D.C. 20510

Enclosures

bcc: w/incoming to Ken Cole for DIRECT REPLY. Please furnish this office with copy of response.

TCK:EF:VO:vo

RECEIVED

MAR 26 1974

CENTRAL FILE

EXECUTIVE

PR13-2/Downey
FNA
TN2

April 1, 1974

Dear Mr. Shand:

The President has received your letter enclosing the copy of the resolution adopted by the Downey City Council. He appreciates your courtesy in bringing this expression of views to his attention.

With best wishes,

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Robert L. Shand
City Clerk
Post Office Box 607
Downey, California 90241

cc of reply & orig. incoming to James Falk

nm

RECEIVED

APR 2 1974

CENTRAL

EXECUTIVE

PR13-2/Solano
County

FAA
TNR

April 1, 1974

Dear Mrs. Dunham:

The President has received your letter enclosing the copy of the resolution adopted by the Board of Supervisors of Solano County. He appreciated your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mrs. Garland Dunham
Clerk ✓
Board of Supervisors
Solano County
Hall of Justice
600 Union Avenue
Fairfield, California 94533

rm

DOT

APR 02 1974

COPY OF ACKNOWLEDGEMENT SENT

EXECUTIVE

(2)

PR13-2 / WEST Covina

FN4

TNR

April 2, 1974

1444 WEST GARVEY AVENUE • 91790 • AREA CODE 213 • WEST COVINA, CALIFORNIA

DOT

March 29, 1974

Dear Miss Preston:

The President has received your letter enclosing the copy of the resolution adopted by the West Covina City Council. He appreciates your courtesy in bringing this expression of views to his attention.

With best wishes,

President Richard M. Nixon
The White House
Washington, D.C. 20500

Roland L. Elliott
Special Assistant
to the President

Enclosed here for your consideration is a resolution adopted by the West Covina City Council regarding the proposed transportation assistance act now being considered by Congress and urging Congress to amend the proposed act to clarify intent and provide for a fair and equitable

Miss Lela W. Preston
City Clerk
City of West Covina
1444 West Garvey Avenue
West Covina, California 91790

cc of reply and orig. incoming to James Falk.

lrc

DOT: APR 3 1974

COPY OF ACKNOWLEDGEMENT SENT

April 3, 1974

Dear Mr. Locher:

The President has received your letter enclosing the copy of the resolution adopted by the Maywood City Council. He appreciates your courtesy in bringing this expression of views to his attention.

With best wishes,

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Leonard R. Locher
City Clerk
City of Maywood
4319 East Slauson Avenue
Maywood, California 90270

DOT

cc of reply and orig. incoming to James Falk.

pt

April 5, 1974

PR13-2/COVINA
FAA
THR

CITY OF COVINA

125 EAST COLLEGE STREET • COVINA, CALIFORNIA 91723 • 917-4111

Dear Miss Richardson:

The President has received your letter enclosing the copy of the resolution adopted by the Covina City Council. He appreciates your courtesy in bringing this expression of views to his attention.

With best wishes,

The President
The White House
Washington, D. C. 20500

Sincerely,

Mr. President

Roland L. Elliott
Special Assistant
to the President

Miss Frieda C. Richardson
City Clerk
125 East College Street
Covina, California 91723

DOT APR 6 1974

cc of reply and orig. incoming to James Falk ✓

frb

Frieda C. Richardson
City Clerk

COPY OF ACKNOWLEDGEMENT SENT

April 8, 1974
OFFICE OF THE GOVERNOR
JUNEAU

April 2, 1974

EXECUTIVE

PR13-1/2

TN7

TN2

F031

C075

ST2

Dear Governor Egan:

The President has received your letter enclosing the copies of the resolutions adopted by the Alaska State Legislature. He appreciates your courtesy in bringing these expressions of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

The Honorable William A. Egan
Governor of Alaska
Juneau, Alaska

cc: w/original of incoming to James Falk

mlg

RECEIVED

APR 8 1974

CENTRAL FILES

PR13-2/NEVADA
County
TNR

April 8, 1974

Dear Miss Hillman:

The President has received your letter enclosing the copy of the resolution adopted by The Board of Supervisors of Nevada County. He appreciates your courtesy in bringing this expression of views to his attention.

With the President's best wishes,

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Miss Jeanette Hillman
Deputy Clerk to the Board
Nevada County Board of Supervisors
201 Church Street
Nevada City, California 95959

nch

April 8, 1974

Dear Mr. Welch:

The President has received your letter enclosing the copy of the resolution adopted by the El Monte City Council. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Glenn F. Welch
Director of Public Services
City Hall
11333 Valley Boulevard
El Monte, California 91734

cc: with original of incoming to James Falk.

keb

DOT

EXECUTIVE

PR13-2/SANTA ROSA

FAA

April 8, 1974

CITY OF THE CITRUS ANACAP
CITY HALL, P.O. BOX 1678 SANTA ROSA, CALIF.

(707) 528-5361

100 SANTA ROSA AVE

Dear Mr. Blackman:

April 2, 1974

The President has received your letter enclosing the copy of the resolution adopted by the City Council of Santa Rosa. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Kenneth R. Blackman
City Manager
City Hall
Post Office Box 1678
Santa Rosa, California 95403

✓ cc: w/original of incoming to James Falk

✓ DOT APR 09 1974

mlg

10

COPY OF ACKNOWLEDGEMENT SENT

Attachment

FAA

TN2

April 8, 1974

Crescent City, California 95531

March 27, 1974

Dear Mr. Fraser:

The President has received your letter enclosing the copy of the resolution adopted by the Board of Supervisors of Del Norte County. He appreciates your courtesy in bringing this expression of views to his attention.

With best wishes,

Sincerely,

considered the Unified Transportation Assistance Act's proposed definition of the term "responsible local official" at our March 25, 1974 Board of Supervisors meeting.

We in Del Norte County are concerned with the Department of Transportation's proposal to define "responsible local official" other than the County Board of Supervisors.

Roland L. Elliott
Special Assistant
to the President

March 27, 1974. The key definition to which we object is the definition of "responsible local official" on that page.

Mr. John E. Fraser
Chairman

Board of Supervisors

Del Norte County

450 H Street

Crescent City, California 95531

kar

DOT: APR 09 1974

Supervisor William Elliott, Chairman John P. Fraser

10

COPY OF ACKNOWLEDGEMENT SENT

EXECUTIVE

PR13-2/Montclair

FAA

TN2

April 8, 1974

Southern California
Assn. of Governments
LG/Montclair

Dear Mr. Mayor:

The President has received your letter enclosing the copy of the resolution adopted by the City Council of Montclair. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

The Honorable Harold M. Hayes
Mayor of Montclair
Civic Center
5111 Benito Street
Montclair, California 91763

KEB

✓cc: With original of incoming to James Falk

✓DOT

APR 09 1974

10

COPY OF ACKNOWLEDGEMENT SENT

EXECUTIVE

PR13-2/Lynwood
FAH
TN1
TN2
FC25
LC

April 9, 1974

11330 BULLIS ROAD
LYNWOOD, CALIFORNIA 90262

(213) 817-0200

Dear Mrs. Shepherd:

The President has received your letter enclosing the copy of the resolution adopted by the City Council of Lynwood. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mrs. Josephine L. ^xShepherd
City Clerk
City of Lynwood
11330 Bullis Road
Lynwood, California 90262

DOT:

cc: with original of incoming to James Falk

kar

COPY OF ACKNOWLEDGEMENT SENT

EXECUTIVE

FA4

TN1

TN2

LB

RE IT FURTHER RESOLVED THAT THE

April 9, 1974

EXECUTIVE

PR13-2/Pico Rivera
FAH
TNI
TN2
FC25
LC/Pico Rivera
LC

Dear Mr. Mayor:

The President has received the copy of the resolution adopted by the City Council of Pico Rivera. He appreciates your courtesy in letting him know of this action.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

The Honorable Frank Terrazas
Mayor of Pico Rivera
6615 Passons Boulevard
Pico Rivera, California 90660

DOT: APR 10 1974

cc: with original of incoming to James Falk

kar

10 WHEREAS, there is an increasing number of special purpose projects that are being developed in the State of California, and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, DO hereby certify that the City Council of Pico Rivera, California, has approved the proposed Unified Transportation Assistance Act and that Congress is requested to amend the proposed act to clarify its intent and the intent of the Federal-Aid Highway Act of 1973 to define the terms Responsible Local

Officials, Appropriate Federal Officials, and Local Bodies as the legislative

EXECUTIVE

PR 13-2/Bell

FAH

TNI

TN2

FC 25

LG

LC/Bell

April 9, 1974

6330 PINE AVENUE, BELL, CALIFORNIA 90201

April 2, 1974

Dear Mr. Mayor:

The President has received your letter enclosing the copy of the resolution adopted by the City Council of Bell. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

The Honorable Jay B. Price
Mayor of Bell
6330 Pine Avenue
Bell, California 90201

DOT: APR 10 1974

cc: with original of incoming to James Falk

kar

COPY OF ACKNOWLEDGEMENT SENT

Enclosure

Be

U

April 10, 1974

EXECUTIVE

PR132 Inyo County

FA4

TN2

Southern Calif. Assn.
of Governments

Dear Miss Jefferson:

The President has received your letter enclosing the copy of the resolution adopted by the County of Inyo Board of Supervisors. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Miss Mary Jefferson
Deputy
County of Inyo Board
of Supervisors
Courthouse
Independence, California 93526

cc: with origianl of incoming to James Falk

ms

DOT APR 11 1974

6

COPY OF ACKNOWLEDGEMENT SENT

D

April 10, 1974

Dear Mr. Free:

The President has received the copy of the resolution adopted by the County of Imperial Board of Supervisors. He appreciates your courtesy in letting him know of this action.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Harry M. Free
Clerk
Board of Supervisors
Imperial County
Court House
El Centro, California 92243

DOT

pt

Be



EXECUTIVE

①

PR132/Mono County

April 10, 1974

F114

TN2

Dear Mr. Pool:

The President has received your letter enclosing the copy of the resolution adopted by the Mono County Board of Supervisors. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Richard L. Pool
Acting Road Commissioner
Mono County Board of Supervisors
Post Office Box 457
Bridgeport, California 93517

ee

DOT

APR 12 1974

COPY OF ACKNOWLEDGEMENT SENT

THE WHITE HOUSE OFFICE

REFERRAL

EXECUTIVE

FA4

TN2

FC25

LC

LC/Lakewood

153

To: A. B. Virkler Legate
Executive Secretariat
Department of Transportation

Date: April 11, 1974

ACTION REQUESTED

- ☐ Draft reply for:
- ☐ President's signature.
- ☒ Undersigned's signature.
- ☐ Memorandum for use as enclosure to reply.
- ☐ Direct reply.
- ☐ Furnish information copy.
- ☐ Suitable acknowledgment or other appropriate handling.
- ☐ Furnish copy of reply, if any.
- ☐ For your information.
- ☐ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☒ Letter: ☐ Telegram: Other:

To: The President

From: Wayne E. Piercy, Mayor of Lakewood, P. O. Box 158, Lakewood, Ca. 90714

Date: 4/1/74

Subject: Concerned with certain definitions contained in the proposed Transportation Assistance Act and Federal Aid Highway Act of 1973.

By direction of the President:

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

(White House File Copy)

THE WHITE HOUSE OFFICE

REFERRAL

EXECUTIVE

FAH

TN2

LC

FG25

LC/Santa Monica

To: A. B. Virkler Legate
Executive Secretariat
Department of Transportation

Date: April 11, 1974

ACTION REQUESTED

- ☐ Draft reply for:
☐ President's signature.
☒ Undersigned's signature.
- ☐ Memorandum for use as enclosure to reply.
- ☐ Direct reply.
☐ Furnish information copy.
- ☐ Suitable acknowledgment or other appropriate handling.
☐ Furnish copy of reply, if any.
- ☐ For your information.
- ☐ For comment.

NOTE

Prompt action is essential.

If more than 72 hours' delay is encountered, please telephone the undersigned immediately, Code 1450.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

REMARKS:

Description:

☒ Letter: ☐ Telegram: ☐ Other:

To: The President

From: Mrs. Clo Hoover, Mayor of Santa Monica, 1685 Main St., Santa Monica, Ca. 90401

Date: 4/3/74

Subject: Concerned with certain definitions contained in the proposed Transportation Assistance Act and Federal Aid Highway Act of 1973.

By direction of the President:

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

(White House File Copy)

EXECUTIVE

PA 13-2/Monrovia

FAH

TN1

TN2

FC 25

LG

April 11, 1974

Dear Mr. Kropke:

The President has received your letter enclosing the copy of the resolution adopted by the City Council of Monrovia. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Roy S. Kropke
City Clerk
115 South Ivy Avenue
Monrovia, California 91016

cc with original of incoming to James Falk

b11

7

DOT

APR 12 1974

THE WHITE HOUSE
WASHINGTON

April 12, 1974

Dear Mayor^x Evers: *Charles*

I am very pleased to be able to respond to your letter of January 29, 1974, to Kenneth Cole and your request for information on the possibilities of Federal assistance for rural transportation projects.

I have received a copy of the response from the Department of Transportation to your earlier letter to Mr. Linhares in which they covered two key points of Administration policy which address the problems you face.

The first point is reflected in the proposed legislation President Nixon sent to Congress on February 13, the Unified Transportation Assistance Act. The President has a strong commitment to increase Federal support to rural areas. This proposed bill would increase capital expenditures support for rural public transportation. In addition, understanding the difficulty (especially in the early stages) for rural areas to cover operating expenses, we have proposed that the rural demonstration portion of the Federal Aid Highway Act be available for operating subsidies. Passage of this legislation would provide for purchase and operation of vehicles for villages and towns of the size you referred to in your letter. The legislation would represent a significant milestone in Federal support of rural public transportation.

The second point relates to technology sharing as mentioned in Mr. Linhares' letter. This thrust is the result of the Message on Science and Technology the President sent to Congress on March 16, 1972. In this message, the President

RECEIVED
APR 30 1974
CENTRAL FILES

EXECUTIVE

PA132 Pudahy

FAH

TNI

TN2

FC-25

LC

③

April 15, 1974

CITY OF CUDAHY

Dear Mr. Reese:

The President has received your letter enclosing the copy of the resolution adopted by the Cudahy City Council. He appreciates your courtesy in bringing this expression of views to his attention.

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. Ivan C. Reese
City Clerk
5220 Santa Ana Street
Cudahy, California 90201

cc with incoming to James Falk City Clerk

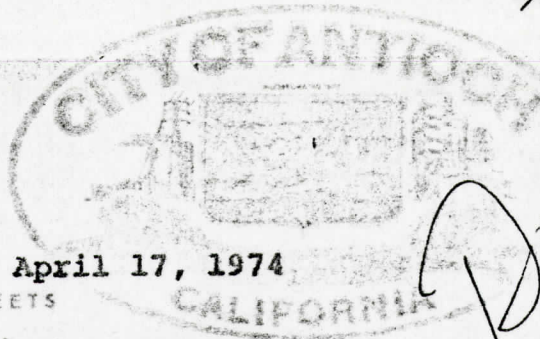
bll

RECEIVED
APR 16 1974
CENTRAL FILES

EXECUTIVE

PR13-2/ANTIOCH CITY

FAH
TNR



April 17, 1974

CITY HALL - THIRD AND "H" STREETS

P O BOX 369 TELEPHONE

333

Duval

the Antioch City Council (d)

DOT

cc of reply & orig incoming to James

Dear Mr. Davis:

April 12, 1974

The President has received your letter enclosing the copies of the resolutions adopted by the Antioch City Council. He appreciates your courtesy in bringing these expressions of views to his attention.

The With the President's best wishes, the Department of Transportation's proposal to define "responsible local officials" as something other than locally elected officials. Sincerely, it has entered proposed rules in the March 11, 1974 Federal Register which would define "responsible local officials" to be areawide transportation planning organizations - In our case, the Metropolitan Transportation Commission (MTC)

Roland L. Elliott

Special Assistant
to the President

We do not believe it was in using the term "responsible local officials" in federal transportation legislation to mean that the control of funding and priorities should be removed from those officials directly elected and directly responsible to their constituents. The proposal by DOT appears on page 9522 of the Federal Register, Volume 39, No. 15, May 1, 1974. The key definition to which we object is on page 476, Subpart A of that page.

Mr. Stanford E. Davis, P.E.
Director of Community Development
City of Antioch

The Post Office Box 369 directed me to forward to you the attached Resolution. It requests that you take all action possible to bring about the withdrawal of the DOT proposal. We urge you to have an amendment to Title 23, United States Code, to clarify the intent of Congress in using the term "responsible local officials" as the local officials of cities and counties.

DOT

The Council of Antioch is also concerned with the proposal of the National Association of State Highway Officials (NASH) which has adopted Resolution 2712-7, a copy of which is enclosed, endorsing the concept of 80% local participation in transportation projects, delegating authority to the State Department of Transportation, and urging that 90% of the revenues generated by a state be returned to that state for their transportation system.

Very truly yours

Stanford E. Davis
Director of Community Development
MAY 7 1974
GENERAL FILES

PR13-2/ATLANTA

TN2

May 1, 1974

Dear Mr. Little:

The President has received your letter enclosing the copy of the resolution adopted by the Atlanta City Council. He appreciates your courtesy in bringing this expression of views to his attention.

With best wishes,

Sincerely,

Roland L. Elliott
Special Assistant
to the President

Mr. J. J. Little
Clerk of Council
101 City Hall
Atlanta, Georgia 30303

cc and orig incoming to James Falk

mls

MAY 3

REC'D

RECEIVED
MAY 14 1974
CENTRAL FILES

May 7, 1974

Dear Mayor Hoover:

The President asked me to thank you for your letter dated April 3, 1974, concerning the definition of "responsible local officials," as proposed in draft regulations on Interstate System substitutions published in the Federal Register of March 11, 1974.

The Department of Transportation is now considering comments received during the public notice and comment period which ended April 15, 1974. Your comments will be seriously considered during the Department's analysis and study of the proposed regulations.

Your expression of views on these very important regulations is appreciated.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

The Honorable Clo Hoover
Mayor of Santa Monica
Santa Monica, California 90401

May 7, 1974

Dear Mayor Piercy:

The President has asked me to thank you for your letter dated April 1, 1974, concerning the definition of "responsible local officials," as proposed in draft regulations on Interstate System substitutions published in the Federal Register of March 11, 1974.

The U. S. Department of Transportation is now considering comments received during the public notice and comment period which ended April 15, 1974. Your comments will be seriously considered during the Department's analysis and study of the proposed regulations.

Your expression of views on these very important regulations is appreciated.

Sincerely,

Michael Raoul-Duval
Staff Assistant to the President
Domestic Council

The Honorable Wayne E. Piercy
Mayor of Lakewood
Lakewood, California 90714

EXECUTIVE

PR13-2/VENTURA

FAA

TNR

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 7, 1974

April 30, 1974

Dear Mr. Stokes:

The President asked me to thank you for your letter dated April 9, 1974, concerning the definition of "responsible local officials," as proposed in draft regulations on Interstate System substitutions published in the Federal Register of March 11, 1974.

The Department of Transportation is now considering comments received during the public notice and comment period which ended April 15, 1974. Your comments will be seriously considered during the Department's analysis and study of the proposed regulations.

Your expression of views on these very important regulations is appreciated.

Sincerely,

Michael Raoul-Deval
Staff Assistant to the President
Domestic Council

Mr. A. P. Stokes
Director
Department of Public Works
County of Ventura
597 East Main Street
Ventura, California 93001

RECEIVED

MAY 8 1974

CENTRAL FILES

EXECUTIVE

FA4

TN2

FG25

(P)

(12)

THE WHITE HOUSE

WASHINGTON

May 22, 1974

MEMORANDUM FOR: DANA MEAD

FROM: MIKE DUVAL D

SUBJECT: UTAP

Attached is a short briefing paper that Ted^X Lutz did for Secretary Brinegar's meeting with John^X Rhodes. It should answer all your questions concerning the status of this program and give you a flavor for the problems if anything arises in this area while I'm gone. I've talked to Lutz and he will contact you if any critical policy issues come up.

As I indicated to you, we do not expect anything to come up on Thursday or Friday as the Committee print will not be available until Thursday, at the earliest. Therefore, I expect that this will become a hot issue next week, and of course, I'll be back by that time.

Attachment

RECEIVED
JUN 3 1974
CENTRAL FILES

May 31, 1974

Dear Mr. Harmony:

Thank you for your letter of May 13 relative to the pending application of the City of Commerce for an Urban Mass Transportation capital grant. I have been in contact with Frank Herringer, UMTA Administrator, and he advises me that the question you raise concerning the possible applicability of Section 164(a) of the Federal-Aid Highway Act of 1973 to your proposed free excursion service for groups of Commerce residents is presently under review by his Office of Chief Counsel.

Section 164(a) is new and there is a question as to whether it prohibits the free charter service your city provides. Because the penalty for violating Section 164(a) is very severe, it is to the city's advantage to have the matter thoroughly examined by UMTA prior to entering into a grant agreement. You should be receiving word very soon from them on this question.

I hope that you will advise me if any further problems should arise.

Sincerely,

ALEXANDER M. HAIG, JR.
General, United States Army (Retired)
Assistant to the President

Mr. Clair W. Harmony
Community Services Assistant
City Hall
2535 Commerce Way
Commerce, California 90040

RECEIVED
JUN 5 1974
CENTRAL FILES

EXECUTIVE

TN2

LG/Kenia

DI2/ST35

FG24-15

FG25-10

Brown, Clarence

IN REPLY REFER TO:



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL DISASTER ASSISTANCE ADMINISTRATION
WASHINGTON, D.C. 20410

JUN 26 1974

OFFICE OF THE ADMINISTRATOR

MEMORANDUM FOR TOD R. HULLIN
STAFF ASSISTANT
DOMESTIC COUNCIL

SUBJECT: Emergency Bus Transportation

This summary statement is submitted to inform you of the pending termination of emergency bus service for Xenia, Ohio, on July 10, 1974.

On April 6, 1974, Miami Valley Regional Transit Authority established a city-wide bus system for Xenia, Ohio, to alleviate the transportation shortage resulting from the tornado major disaster. This emergency bus service has been Federally funded by the Federal Disaster Assistance Administration (FDAA) under Public Law 91-606 and is also eligible under Section 416, Public Law 93-288. Temporary public transportation may be provided "to enable the community to resume its normal pattern of life as soon as possible."

Xenia is endeavoring to establish a permanent bus transportation system by requesting a demonstration project supported by a grant from the Urban Mass Transit Authority (UMTA), Department of Transportation. The City and UMTA have contended that the emergency bus service should be continued by FDAA funding until the replacement system can become operational.

UMTA has informed us that they are reviewing the Xenia application and will make no grant based on Fiscal Year 1974 funding. In any event, UMTA does not expect Federal funding to be available before the end of August and the demonstration project probably cannot be operational before November 30.

Our field observations indicate the ridership of the free emergency buses is declining and that no significant shortage of automobiles as the result of the major disaster now exists.

RECEIVED

JUL 1 1974

CENTRAL FILES

Our Regional Director, FDAA Region 5, has concluded that continuance of the emergency bus transportation beyond July 10, 1974, can no longer be justified and is notifying the interested public officials this date.

You may receive some inquiry about this matter from Xenia or from Congressman Clarence Brown, whose office has contacted us informally to support the City's position.



William E. Crockett
Acting Administrator

EXECUTIVE

FAH
TNI
TN2

FC 33-15

LC/Los Angeles

THE WHITE HOUSE

WASHINGTON

July 10, 1974

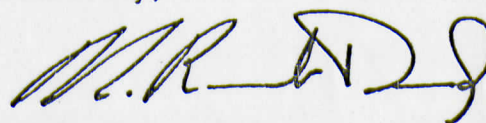
Dear Mr. Mize:

The President has asked me to respond to your letter of June 21 concerning the House Public Works Committee markup of a transportation bill. As you know, the President recommended to the Congress the largest public transportation commitment in history. This consisted of a \$21 billion commitment over six years of funds which could be used for public transit purposes at local and state option. This proposal was called the Unified Transportation Assistance Program.

The House Public Works Committee is considering a different approach to transportation legislation and officials of the Department of Transportation are working closely with them. From preliminary information, we understand that they have divided up the transit funds into various categories with the first category consisting of funds for cities which have major fixed rail transit systems in existence or actively under construction. As you know, Los Angeles would not fit into this category at the present time.

I can assure you that the interest of the Los Angeles community has been carefully considered as we put together the Administration's transportation proposal. I am certain that the members of the House Public Works Committee will, likewise, carefully consider the needs and interests of your community.

Sincerely,



Michael Raoul-Duval
Associate Director
Domestic Council

Mr. James S. Mize^X
Board of Supervisors
County of Los Angeles
383 Hall of Administration
Los Angeles, California 90012

RECEIVED

JUL 12 1974

CENTRAL FILE

bcc: Dewey Clower

BBM

August 1, 1974

EXECUTIVE

TN2

FG25

FG24

TO THE CONGRESS OF THE UNITED STATES:

The promotion of desirable community development and flexibility in urban transportation policies are principal goals of this Administration.

It is clear that in order to promote the orderly development of urban areas according to local priorities, our efforts should be focused on measures which better integrate and coordinate all modes of transportation in urban areas with other physical and social programs. Moreover, State and local governments should be given greater participation in major decisions in the use of Federal programs affecting community development.

I am pleased to submit to the Congress this report which summarizes the many ways in which the executive branch of the Federal Government is working to effect significant improvements toward that end.

The report was prepared jointly by the Departments of Transportation and of Housing and Urban Development as required by section 4(g) of the Department of Transportation Act of 1966. In particular, it documents the cooperative efforts on legislative proposals, policies and activities that are being taken by this Administration to assure that urban transportation systems most effectively serve both national transportation needs and the development policies of individual urban areas.

I commend this report to the attention of the Congress.

Report filed O.A. #

RECEIVED

14814

Richard Nixon

THE WHITE HOUSE,

AUG 1 - 1974

Delivered to House: 8/1/74 (Noon)

Delivered to Senate: 8/1/74 (12:45 pm)

RECEIVED

AL 74

GENERAL

noted DFM

THE PRESIDENT HAS SEEN *ds*

THE WHITE HOUSE
WASHINGTON

June 12, 1974

ACTION

MEMORANDUM FOR: THE PRESIDENT
FROM: KEN *EC* COLE
SUBJECT: DOT/HUD Joint Report to the
Congress on Urban Transportation

Attached are transmittal letters to the Congress for the Departments of Transportation and of Housing and Urban Development joint report to the Congress on Urban Transportation as required by section 4(g) of the Department of Transportation Act of 1966.

The Counsel's office, Bill Timmons, Dave Gergen and OMB concur.

RECOMMENDATION

That you sign both transmittal letters (Tab A).

THE WHITE HOUSE

WASHINGTON

June 27, 1974

FOR THE RECORD:

The original report was sent back to the Dept. of Transportation, c/o Toni Fargo, Rm. 10203, (tel. 426-4274) in order that they may print it. According to Miss Fargo who called yesterday to ask for it back, someone in the Dept. sent it over here by mistake.

When it is ready they will send me 50 copies.

In addition to the report a copy of the President's transmittal (stamped signature) was included for their use.

Tom Jones

Signed
6-20-74

6/20/74 Annual Report - Urban Trans.

50 copies are being sent
in by Warren Henderson
Dept of Transportation to
Tom Jones. They will
get them here ASAP.

Ran

Toni Garg

426-4274

DOT

10203

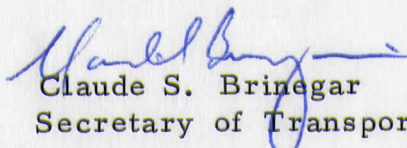
FOREWORD

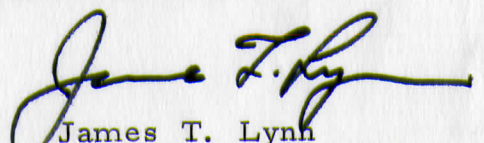
A major goal of this Administration is to promote transportation policies that best serve national, State and local transportation needs while fostering desirable community development. The Administration strives to achieve this goal by strengthening the relationships between the programs administered by the Department of Transportation and the Department of Housing and Urban Development, and by promoting increased flexibility for State and local officials to make key decisions on the use of the programs of these and other Federal Departments.

In his March 8, 1973, Message to the Congress, President Nixon gave new impetus to the desire of the Departments of Transportation (DOT) and of Housing and Urban Development (HUD) to achieve this goal. In the spirit of the President's Message, and in compliance with Section 4(g) of the Department of Transportation Act of 1966, we are expanding our activities to exchange information with respect to transportation policies and to coordinate our planning, research, and assistance on urban transportation projects. Also, in accordance with the 1966 Act, you are aware that we report annually on our joint studies and activities, including administrative and legislative recommendations relating to transportation activities.

This report, in addition, emphasizes some of the future directions envisioned by our two Departments. Future directions hinge upon the concept of improved DOT and HUD coordination of planning programs and the strengthening of ties between planning and capital investment programs for transportation. We believe these directions will promote the goal of a revitalized Federal System shared jointly by the Administration and the Congress.

We believe, moreover, that these new initiatives, together with actions already underway, will go far towards the realization of a properly flexible Federal policy of assistance to meet increasing urban needs. We are pleased, therefore, to submit to the Congress our 1973 report on "Urban Transportation Policies and Activities."


Claude S. Brinegar
Secretary of Transportation


James T. Lynn
Secretary of Housing and
Urban Development

Report to the

Congress of the United States on

URBAN TRANSPORTATION POLICIES & ACTIVITIES

Prepared jointly by

	U.S. DEPARTMENT OF TRANSPORTATION
	U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

JUNE 1974

FOREWORD

TO THE CONGRESS OF THE UNITED STATES.

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I commend this report to the attention of the Congress.

RICHARD NIXON

THE WHITE HOUSE

~~JUNE 1974~~

8/1/74

This page was removed from all copies transmitted to Congress & to the Press Office. The Reports were only received in the Records Office on 8/1/74.

The Dept of Transportation was told to do the same.

(TMD)

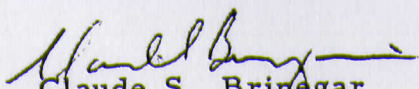
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Secretary of Transportation

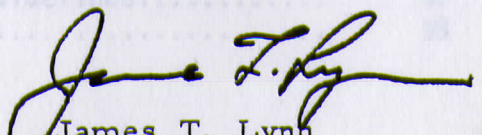

James T. Lynn
Secretary of Housing and
Urban Development

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SUMMARY OF ACTIONS

The Secretaries of Transportation and of Housing and Urban Development, in compliance with the Department of Transportation Act of 1966 (1)*, submitted their initial joint report on April 1, 1968 (2). Since that first annual communication, of course, a number of significant actions have been taken which have had a major impact upon transportation policy.

These actions include the Executive transfer of the Federal urban mass transit functions from HUD to DOT (3); the enactment of the Urban Mass Transportation Act of 1970 (4), the Airport and Airway Development Act of 1970 (5), and the Highway Act of 1970 (6). In addition, it was during this period that State and local governments began concentrated programs to seek the reduction of Federal red tape and the strengthening of coordination among the various Federal-aid programs.

Using the flexibility provided by these various legislative coordination actions were implemented by DOT and HUD during 1970 and 1971. These steps were reported to the Congress in June 1972 (7).

SUMMARY OF ACTIONS

Since the 1972 Report, additional administrative actions have been taken to implement existing legislation. In addition, recognizing that further legislation would be necessary, the Administration has submitted several new significant legislative proposals to the 93rd Congress, which will result in even greater flexibility and coordination among transportation programs.

To streamline practices under the major laws enacted in and since 1970, significant administrative actions were taken in three areas:

1. In the area of planning, action was taken by DOT to establish a field mechanism which brings together planning representatives of the three operating administrations which have planning grant programs (Federal Highway Administration, Federal Aviation Administration, and Urban Mass Transportation Administration), with regional representatives of the HUD planning programs (8). Designated as Intermodal Planning Groups in the Field, this structure helps to insure a more coordinated Federal response to local transportation issues.

At the same time, policy and administrative procedures have been established for integrating DOT's existing three transportation planning grant programs at the metropolitan level (9). Entitled Unified Work Programs, the policy and procedures provide for submittal of one document by State and local planning agencies and for the review of these Unified

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Using the flexibility provided by these various pieces of new legislation and the State and local initiatives, a number of new coordination actions were implemented by DOT and HUD during 1970 and 1971. These steps were reported to the Congress in June 1972 (7).

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Work Programs by the Intermodal Planning Groups in the Field. Expansion of the Unified Work Program concept to include planning programs funded by HUD and other Federal agencies is actively encouraged. HUD also encourages State and local governments to coordinate their comprehensive planning efforts with transportation planning.

2. With respect to implementation, both DOT and HUD have undertaken coordinated programs to provide relocation assistance for persons and businesses displaced by Federal action, or to insure that adequate compensation is made for dislocation. DOT, with advice from HUD, is currently developing guidelines to include the relocation factor in environmental impact statements for proposed Federally funded projects where relocation is expected to be a consideration. Both DOT and HUD prepare environmental statements which are also circulated to other Federal agencies for review and comment.

3. In the area of research two projects warrant particular mention. The Transit Station Joint Development study (10) focuses on development of transit terminals with integrated development around them. The study has broad implications for other development projects, for example, highway interchanges, airports, rail and water port terminals.

The BART Impact Study (11), which assesses the impact of the Bay Area Rapid Transit System (BART) on the adjacent San Francisco Bay Area, is documenting the social, economic, environmental and transportation impacts of the BART System. The findings will be useful to the planning and development of other regional rail transit systems.

Each of these studies has broad national ramifications on improving the planning of transportation facilities to promote desirable community development.

In recognition of the need to further streamline and coordinate efforts in the coming years, the following legislative actions were taken:

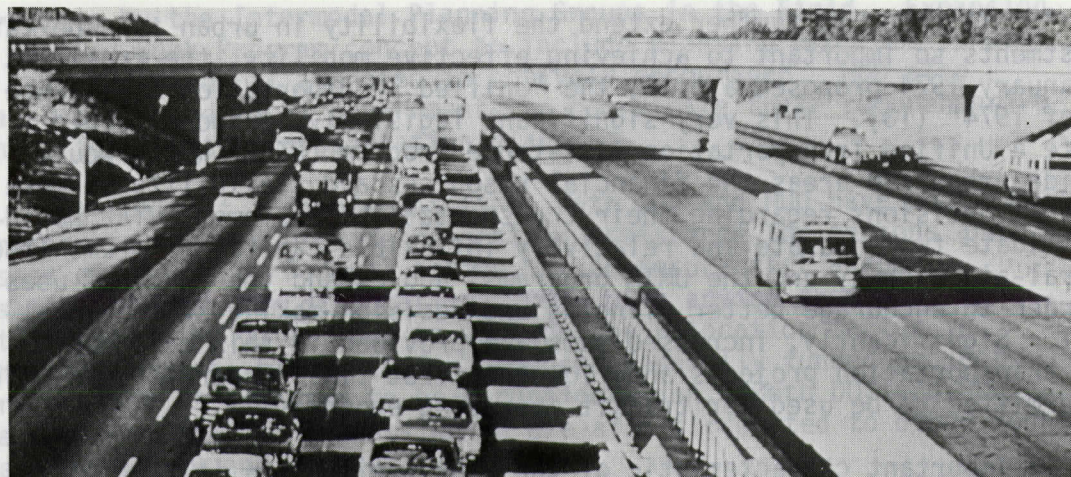
- Reflecting the belief that proper coordination of highway and mass transit capital investment can effectively meet the transportation and safety problems of our urbanized areas, the Congress enacted and the President signed into law the Federal-Aid Highway Act of 1973 (12) -- a three year, \$23 billion highway, safety and mass transportation program. The Act provides for decision-making flexibility in urban transportation programs, representing a significant change over past legislation. Under this legislation, State and local officials are permitted, with the approval of the Secretary of Transportation, to choose mass transit, highways, or combinations thereof as solutions to urban transportation problems. The legislation, furthermore, strengthens the relationship between planning and capital investment and between transportation and community development.

- In order to further extend the flexibility in urban transportation investments so important to achieving effective mobility, the President in January 1974 proposed a bill, the "Unified Transportation Assistance Act of 1974" (13). This very significant legislative proposal would create a Unified Transportation Assistance Program (UTAP) which would provide urbanized areas the financial resources and flexibility to make rational decisions regarding their transportation problems. UTAP would consolidate two separate and relatively inflexible capital programs (the Federal-aid highway and the UMTA programs) and expand the range of uses in order to encourage better planning and decision-making at the local level. Significantly, increased sums are provided in this bill for mass transportation projects and, for the first time, Federal funds will be permitted to be used for transit operating expenses.

An important characteristic of the UTAP legislation is that it is based upon the progress made in the passage and implementation of the Federal-Aid Highway Act of 1973. A principal aim of the 1973 Act -- to strengthen the coordination and unification of urban highway and transit planning and implementation, as discussed throughout this report -- provides the basis, in terms of a still broader approach toward helping our cities with their transportation capital needs, upon which the UTAP proposal is made. By establishing under UTAP a unified delivery system, a unified formula for distribution of funds, and unified project procedures for these programs, the Act would complete the efforts initiated by the Federal-Aid Highway Act of 1973 toward providing urbanized areas with flexibility in their transportation investment decisions.

- The Administration submitted to the Congress a proposed Better Communities Act (14) which would replace less flexible, categorical grant-in-aid programs for community development beginning July 1, 1974. This legislation would be free from requirements for local matching funds and would permit communities to meet their own development needs. Passage of this legislation would complement the landmark 1973 Federal-Aid Highway Act and provide further impetus to the goal of improved transportation services and support to local community development policies.

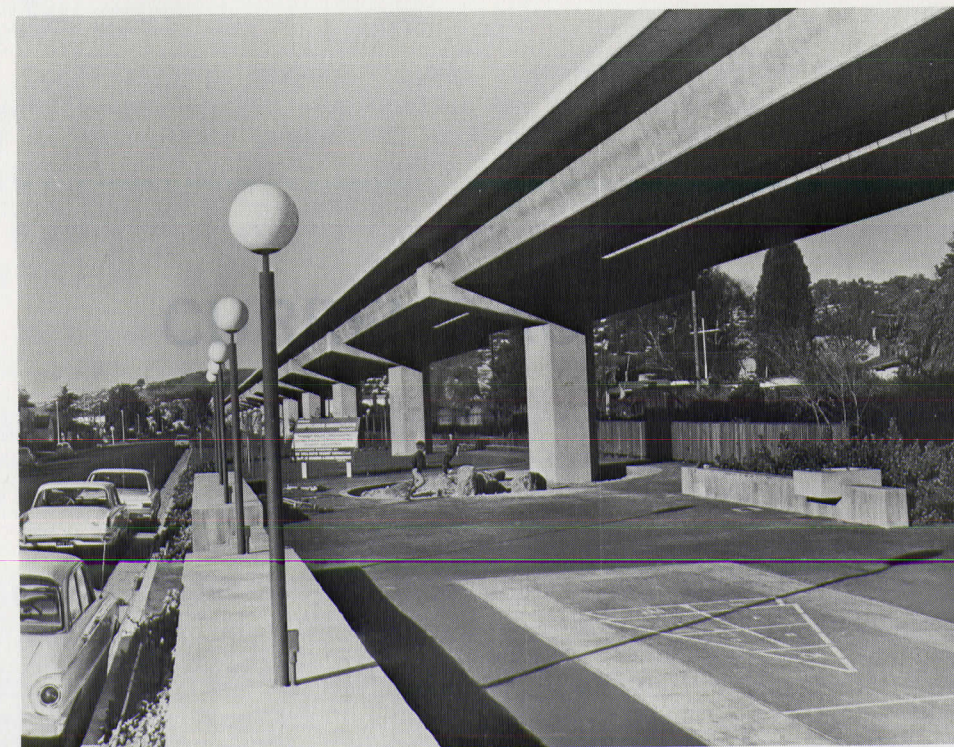
- The National Land Use Policy and Planning Assistance bill (15) was reintroduced in revised form. The legislative proposal calls upon the States to control the use of land areas of critical environmental concern; to oversee large-scale development around key public facilities such as airports, highway interchanges, parks and the like; and to ensure that necessary regional development is not unduly restricted by unwarranted local government actions. The proposal would also assure that Federal-aid actions are consistent with State and local land use policies.



The Shirley Highway Express Bus on Freeway Demonstration Project in the Washington, D.C. area is an example of successfully combining mass transit and highways.

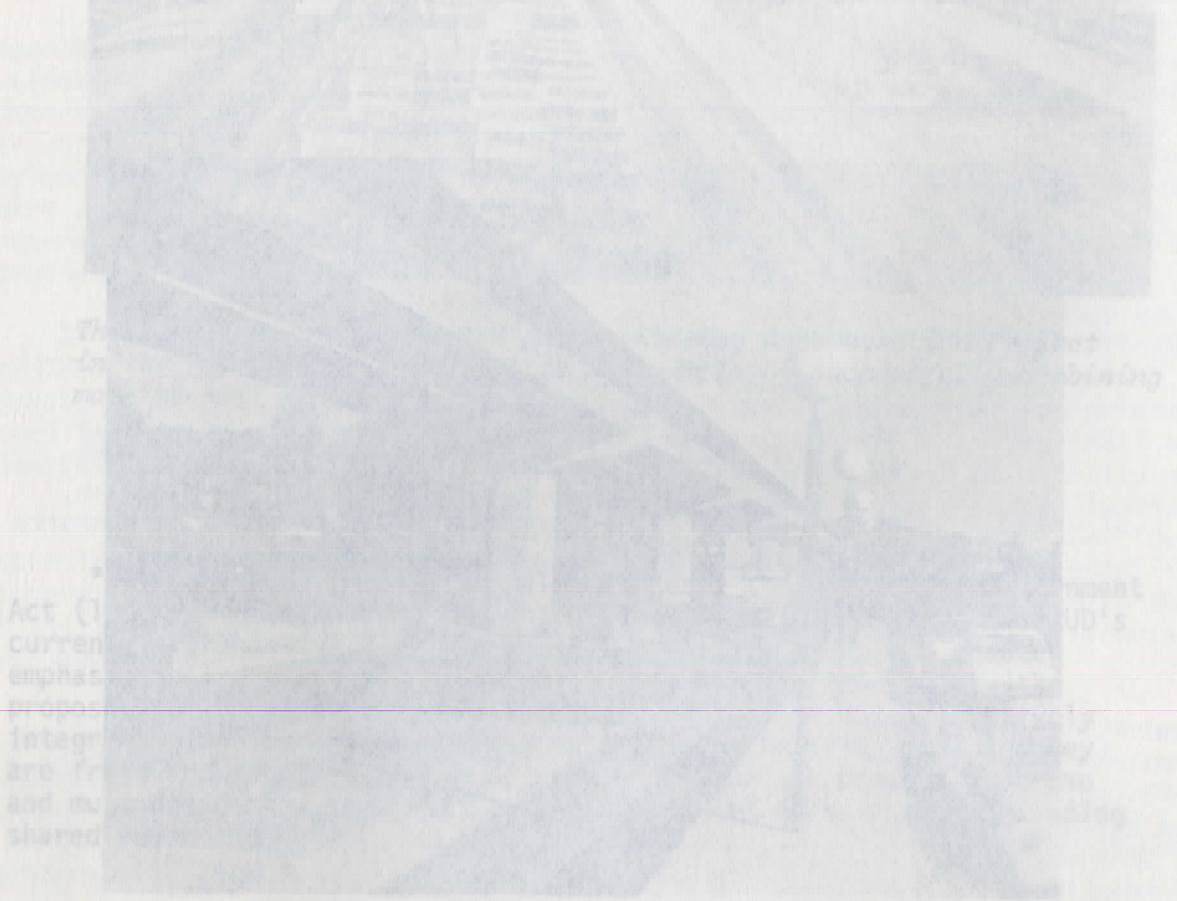
- The Administration has also proposed the Responsive Government Act (16), to the 93rd Congress which would significantly upgrade HUD's current Comprehensive Planning Program. Designed to place greater emphasis on improving the capacity of governmental management, the proposal will assist State and local governments to more effectively integrate planning and management activities. This is vital as they are freed from the restraints of narrow categorical Federal programs and must decide how to spend Federal, State and local funds, including shared revenues.

The above legislative and administrative measures have stressed mechanisms and means of DOT and HUD to strengthen unified transportation and urban development policies and activities. At the same time, they provide State and local governments greater flexibility with respect to the planning of transportation and community development programs.



Beautification Demonstration Project highlights environmental concern around BART System in Albany, California, south of the El Cerrito Plaza station.

The State legislative and administrative measures have been notified to the State of New York by the Department of Transportation and the Department of Environmental Conservation. The State of New York has been notified by the Department of Transportation and the Department of Environmental Conservation. The State of New York has been notified by the Department of Transportation and the Department of Environmental Conservation.



Environmental Protection Agency, Albany, New York, showing the State of New York's environmental protection efforts. The photograph shows a landscape with some structures and vegetation, likely in the Albany area.

CURRENT ACTIVITIES

This Report is organized to describe the two Departments' activities in categories relating to planning, implementation and research. This section of the report describes current activities relating to these three areas, including the necessary background of programs, and adaptation -- individually and jointly -- to changing priorities and policy trends.

1. URBAN TRANSPORTATION PLANNING

A. Background

Comprehensive transportation planning is a major part of the urban decision-making process leading to improved urban systems and services in support of urban life styles. The Federal Government does not prepare plans for urban transportation facilities or participate in the operation of urban transportation systems. It does, however, provide funding and technical assistance to State and local governmental planning agencies to support planning activities.

CURRENT ACTIVITIES

Intergovernmental cooperation is essential to attain orderly urban planning and development. The urban transportation planning process, through this cooperation, has become a major input to the determination of urban form. Thus it is incumbent upon all levels of government to continually strive to improve the process and strengthen its relationship to implementation and subsequent development.

Five specific planning programs are administered by DOT and HUD in this regard. These are described briefly below:

(1) The Highway Planning Program, administered by DOT, through the Federal Highway Administration (FHWA), is the oldest of all Federally sponsored planning programs. The nationwide highway planning program was established in 1934, by the Federal Roadway-Construction Act (17) and although there have been numerous important amendments over the years, the most significant is Section 9 of the Federal-Aid Highway Act of 1962, now Section 134 of Title 23, U.S. Code (18). This section first specified planning requirements for urban areas as a condition for Federal-aid highway construction funds. Section 134 states that proposed highway projects must be based on a continuing, comprehensive transportation planning process carried on cooperatively by the States and local communities.

Since enactment of the Federal-Aid Highway Act of 1962, a comprehensive and cooperative planning process has been developed in all 278 of the nation's urbanized areas over 50,000 in population. DOT continually carries out a comprehensive review of planning activities in these urban areas. Both the technical activities and the institutional

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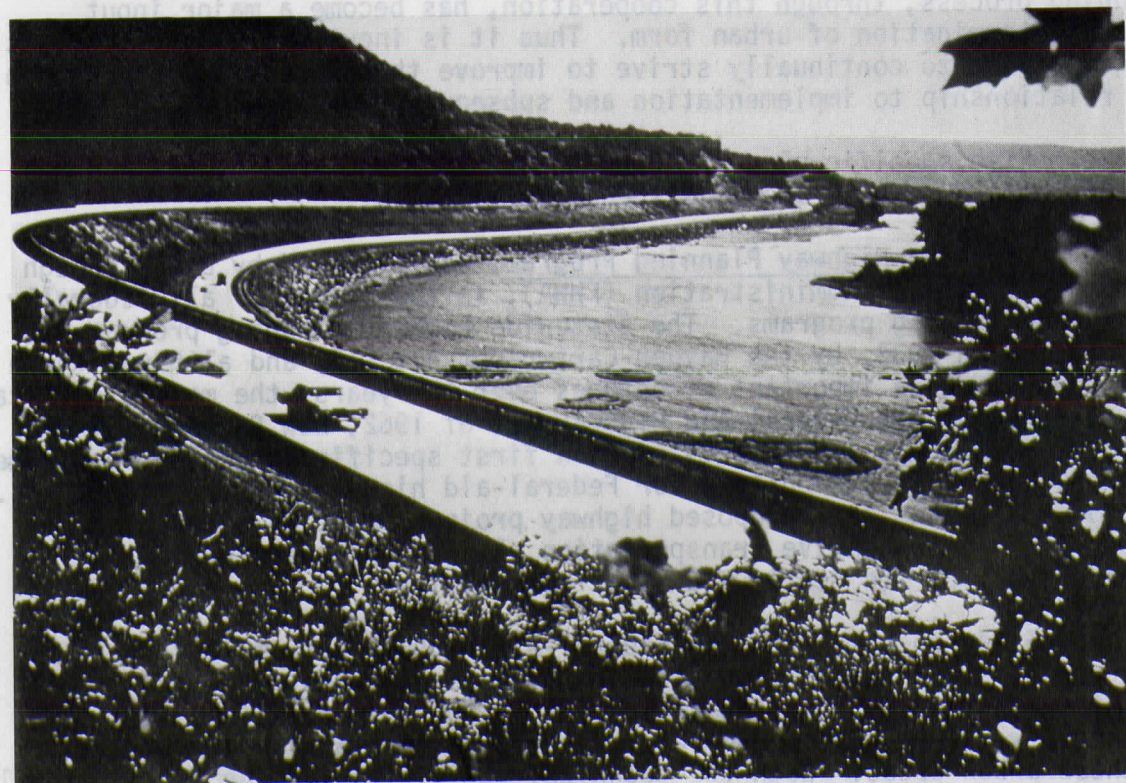
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framework of planning and decision-making are included in the evaluation, including the relationship of this planning program to other planning programs in the same urban areas.

(2) The "Technical Studies" Program, administered by DOT, through the Urban Mass Transportation Administration (UMTA), under Section 9 of the Urban Mass Transportation Act of 1964 (19), as amended, provides for a program of Technical Studies Grants leading to mass transit projects in urban areas. Funds are provided to urban areas for planning, engineering and designing of public transit projects. Included are short and long range studies for improvements to existing rail and bus systems, coordinated with other modes of transportation and comprehensive planning. Principal recipients of UMTA planning funds are public bodies with authority to plan for metropolitan areas. Under this program all of the 100 largest urbanized areas have produced short-range transit development plans and most have undertaken long-range system planning efforts. In addition, a number of smaller cities have undertaken technical study programs to analyze local bus operations and to plan for the public acquisition and operation of failing private bus companies.



This West Coast highway illustrates how highway planning and design can be effective in integrating facilities with the environment to produce aesthetically pleasing results.

(3) The Airport Planning Program, administered by DOT, through the Federal Aviation Administration (FAA), was established by the Airport and Airway Development Act of 1970. The Act provides for a planning grant program to encourage the development of airport projects which are consistent with other plans and programs in areas surrounding airports. Thus it is recognized that airport site selection, airport access, land use, and environmental impacts of air travel are an integral part of transportation planning in metropolitan areas.

The Act specifically created two levels of planning in the grant program -- systems planning and master planning. Planning agencies are eligible for systems planning grants, while agencies capable of implementation are eligible for master planning grants.

(4) The National Transportation Study (20), administered by DOT, represents an effort for a joint Federal, State, and local measurement of the state of the nation's transportation system and of planning alternatives for improving the system on all governmental levels. As a comprehensive picture of and future outlook for transportation, these reports estimate investment needs and program priorities as seen by the States, urban areas, and the private sector. The development of these studies has reinforced State and local transportation planning while providing information needed for national policy planning.

(5) The Comprehensive Planning Assistance Program, section 701 of the Housing Act (21), administered by HUD, has been instrumental in developing consistency in planning criteria and guidelines, and working toward the objective of establishing a single agency for all comprehensive planning and transportation activities in a metropolitan area.

The program has encouraged State, local and regional officials to make planning and management a continuous process and to formulate, analyze, evaluate and implement policies and objectives related to community development. The comprehensive planning program has helped to provide a rational basis for community decisions relating to areawide transportation and comprehensive planning objectives. HUD is now further encouraging State officials to assume additional responsibility in administering this program.



First airport/downtown rail rapid transit service which connects Cleveland Hopkins Airport to downtown Cleveland, Ohio.

B. Planning Unification

Transportation planning in metropolitan areas is currently funded by at least five major programs, some administered by DOT and some by HUD. Each of these programs was separately legislated, each has a different funding level, matching ratio and eligible recipient agency, and each operates under different criteria and administrative procedures.

Based on the premise that the planning stage is where initial decisions are made which influence transportation investment, and the principal one at which State and local elected officials and citizens provide input to these decisions, the unification of these five planning efforts becomes extremely important.

In view of the strategic importance of transportation planning, the Department of Transportation has taken major initiatives to achieve the overall goal of integration of the individual modal planning programs into single work programs for metropolitan areas and has moved to more closely coordinate this work with the comprehensive planning work promoted by HUD.

At the national level this complements one of the aims of the recently enacted 1973 Federal-Aid Highway Act - to provide increased flexibility for urban transportation investment decisions reflecting the nation's revenue-sharing objectives.

At the metropolitan level the aims of these DOT initiatives are to:

- unify transportation planning activities;
- increase the role of elected officials and citizens in the transportation planning process; and
- reduce the red tape associated with Federal-aid applications for transportation and land use planning.

To satisfy these aims, the following four activities have been completed. While each is significant in its own right, taken together they form the basis for effective implementation of "creative Federalism" in the transportation sphere.

(1) Intermodal Planning Groups - Recognizing that each of the DOT Planning Programs, and those of HUD as well, has direct impact upon urban transportation and development and therefore requires close and effective coordination, the Secretary of Transportation in August 1971, implemented a Trial Program of Intermodal Planning in the Field (22). The overall objective of this Program was to integrate the modal planning programs at the urban (metropolitan) level where intermodal planning is accomplished. This was reported to the Congress in the 1972 joint report. In the ensuing months, this trial program was successful and has since been implemented on a permanent basis. The goals of the program are currently as follows:

(a) Intermodal agreement and recognition of a single recipient agency for areawide (system or pre-project) transportation planning grants in each metropolitan area.

(b) A unified transportation planning program is required for the recipient agency or agencies within the metropolitan area, resulting in the preparation of a single annual planning program of work for the area to serve as the basis for application for Federal funds. Such a program should be subject to coordinated review by the Field Intermodal Planning Group and by the DOT operating administrations.

(c) Short-term (3-5 year) transportation capital improvement programs consistent with long-range development goals should be sought from each recipient agency. These should be updated annually for the consideration of the State and local implementing agencies.



A meeting of the Region 1 Intermodal Planning Group in June 1973, at the DOT Transportation Systems Center (TSC) in Cambridge, Massachusetts.

In addition, the Intermodal Planning Groups (IPGs) serve as a field focus for metropolitan transportation problems which do not fall neatly under a single modal program. HUD's May 21, 1973 (23) memorandum advised its field staff to provide maximum participation and cooperation in all areas of mutual concern and directed personnel to formally participate in each IPG meeting. Participation is extended to other Federal agencies (especially EPA) as the need arises.

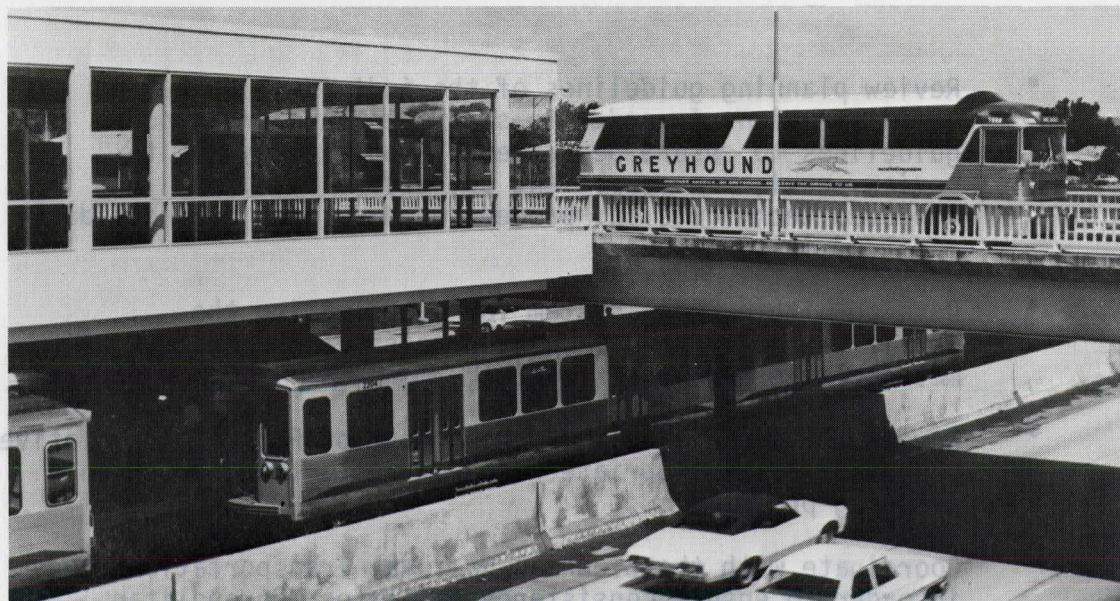
(2) Departmental Transportation Planning Committee - In November 1971, the Secretary of Transportation, realizing the need for a policy group at Headquarters to resolve policies and conflicts inhibiting the true unification of transportation planning at the local level, established the Department of Transportation Planning Committee (24). This was also reported to the Congress in the 1972 Report. Since that time the Committee has adopted the following responsibilities:

- Develop Departmental policy proposals and review orders concerning transportation planning and funding policies, programs and procedures, including a common planning framework and guidelines for institutional arrangements, consistent with statutory authorities of individual modal administrations.

- Review planning guidelines of the individual operating administrations in order to supplement and/or amend guidelines to ensure Departmental consistency and to review, revise or supplement DOT orders based on improved techniques and procedures developed by individual modal administrations.
- Develop within DOT a system for coordinating the certification of the planning process at the State, metropolitan and local level.
- Review and coordinate the development of Federal legislative proposals, as appropriate with regard to transportation planning programs.
- Coordinate with the biennial National Transportation Study in order to ensure consistency of State, metropolitan and local planning activities with the national transportation planning process.

(3) Unified Work Programs - Transportation planning in metropolitan areas is currently funded at the Federal level, through the programs previously mentioned, in the amount of over \$100 million annually. With the objective of integrating the programs at the local level, in March 1973, DOT issued an order creating Unified Work Programs for transportation planning. This Order, designed to encourage a more rational transportation planning process, provides procedures for review by Intermodal Planning Groups and for increased administrative responsibility at the metropolitan level. Under the Order, a Unified Work Program precedes authorization for any planning supported by Federal funds and administered by the DOT modal administrations.

Based on provisions in statutes governing DOT's individual modal planning programs, unification promotes a more reasonable process at a stage where initial investment decisions of profound consequences are made and the principal one in which State and responsible officials of local governing bodies can influence the future of transportation services in their region. With this input, inadequacies, inconsistencies, and duplications among separate plans can be minimized. Preparation of a Unified Work Program entails the development of a single document which identifies all transportation and related planning activities to be undertaken annually within a metropolitan area, as a condition for receiving planning assistance from DOT operating administrations. By the end of Fiscal Year 1973, all metropolitan areas of 50,000 population or more which intended to receive funding from more than one modal administration had prepared and submitted unified work programs.



Congress Street, showing train, bus, and autos, is an example of intermodal transportation in Chicago, Illinois.

(4) Certification of Planning - Certification of the urban transportation planning process is a condition for funding of capital facilities. The DOT is drafting a policy (25) which will provide for uniform certification, guidelines and procedures. A single procedure is an explicit goal in order to streamline certification of transportation planning.

In the past, separate and largely different certification procedures (for FHWA, UMTA and HUD planning programs) had been in effect with a minimum amount of coordination. This has caused confusion in various metropolitan areas in terms of conflicting criteria or requirements for certification of planning. By unifying the certification of transportation planning, improved management of the planning process should result.

C. Planning Legislation

Under Section 112 of the recently enacted Federal-Aid Highway Act of 1973, Federal-aid highway funds for the first time will be allocated by the States to metropolitan area planning agencies for the Urban Transportation Planning Process. These funds are in addition to those currently made available to States for statewide highway planning and research including urban transportation planning.

Of the total Federal-aid highway funds apportioned to any State, one-half percent will be made available to the metropolitan planning organizations designated by the State according to a formula developed by the State and approved by the Secretary of Transportation.

A. Relocation Housing

Under the leadership of the Interdepartmental Relocation Assistance Implementation Committee (formerly sponsored by the Office of Management and Budget and now attached to General Services Administration), DOT and HUD began working together to implement the Uniform Relocation Act and Real Property Acquisition Policies Act of 1970 (28). The Act requires Federal agencies to provide for uniform and equitable treatment (including a system of payments) for persons displaced by Federal and Federally-assisted programs. Within the last several months, a FHWA representative was selected to head the Legal and Procedural Differences Subcommittee of GSA's relocation working group, which are proposing solutions to differences among the agencies on the subject of such uniformity.

DOT has further promulgated a directive (27) to provide "housing of the last resort" in situations where accommodations for persons displaced by public action is not otherwise forthcoming. This directive, following HUD regulations and procedures, is expected to be especially significant in areas where adequate low and moderate income housing under HUD assisted programs is unavailable.

Cooperation between HUD and DOT, as well as other Federal agencies, is essential and requisite in communities where Federally-funded or assisted displacement activities are being considered. The regional and area offices of HUD are coordinating this activity and channeling information on projects that will cause displacement. To review the impact of their respective programs on communities or areas in question, agencies whose programs cause displacement also meet periodically with other concerned Federal agencies.

DOT is developing guidance on relocation information which is to be included in environmental impact statements as required under section 102(2) of the National Environmental Policy Act of 1969 (28). In case relocation or community disruption is expected to be severe, HUD is provided the opportunity to comment on the relocation and displacement.

II. PROJECT IMPLEMENTATION

Recognizing that planning must lead to action, it is important that DOT and HUD strive to improve continually the record of accomplishment in coordination with the various implementation programs under their purview. This part of the report discusses actions related to implementation which have been taken separately and/or jointly by DOT and HUD over the past several months. In this respect, joint programs and goals offer the two Departments expanding opportunities to participate in enhancing the quality of the environment, reconciling differences in the redevelopment of existing urban areas, and contributing to the development of new communities.

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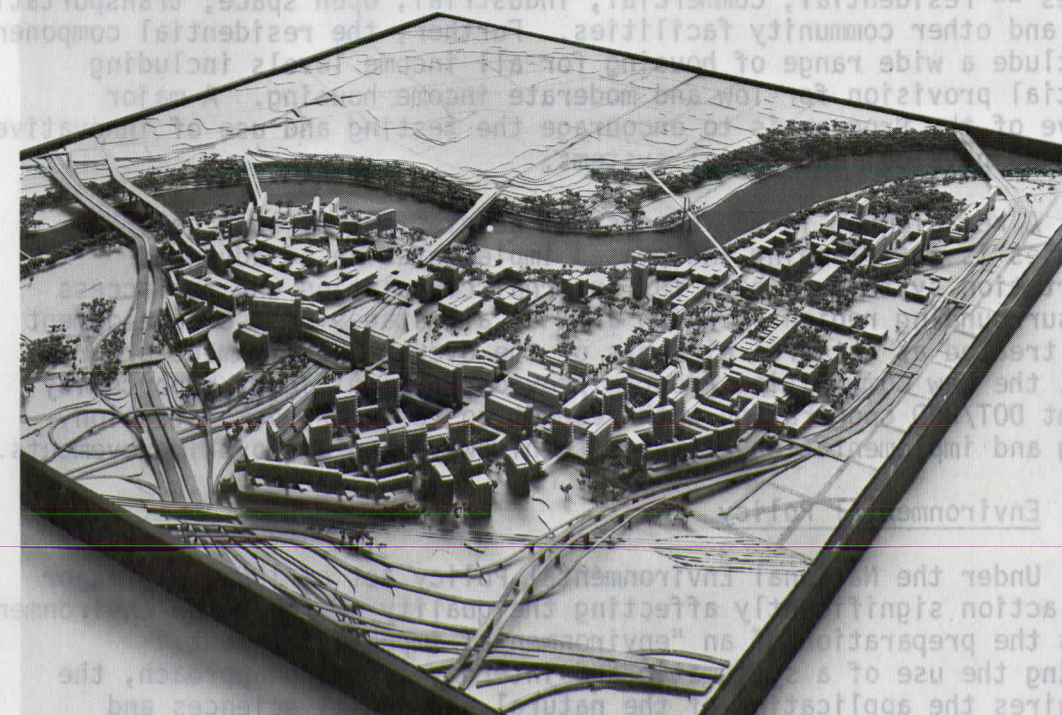
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aspects of any such project through the statement procedure during the initial stages of the planning of the project.

In addition, coordinated on-site project reviews by DOT, HUD and other agencies have been implemented in most States including New York, Ohio, California and Oregon. These reviews will be initiated in other areas as needed in the future as ongoing elements of cooperation.



A model of the Cedar-Riverside Project in Minneapolis, Minnesota. This new community is bounded on the north by the Mississippi River and by two freeways.

B. New Communities

The New Communities Program, authorized by the Urban Growth and New Community Development Act of 1970 (29), provides guarantee assistance for the planning and implementation of large-scale, long-term, comprehensively planned new communities. Such communities, which are required to be appropriately integrated with the surrounding region, may be located within existing large cities as new-towns-in-town, in the suburban fringe of metropolitan areas, adjacent to smaller cities with growth potential, or on sites relatively remote from existing settlements. By statute and regulations thereunder, Federally-approved new communities must be economically and socially balanced, including a complete mix of land uses -- residential, commercial, industrial, open space, transportation, schools and other community facilities. Further, the residential component must include a wide range of housing for all income levels including substantial provision for low and moderate income housing. A major objective of the Program is to encourage the testing and use of innovative or advanced physical and social systems.

A key element in the successful development of such new communities is the planning and phased implementation of advanced transportation systems -- both for internal circulation and for access to the surrounding region -- which are, at all stages of the development period, treated as integral elements of the overall development program. As such, the New Communities Program provides a significant opportunity for joint DOT/HUD cooperation with respect to research, demonstration, planning and implementation of transit, highways and airport improvements.

C. Environmental Policy

Under the National Environmental Policy Act of 1969, any major Federal action significantly affecting the quality of the human environment requires the preparation of an "environmental impact statement." Specifying the use of a systematic and interdisciplinary approach, the Act requires the application of the natural and social sciences and environmental design arts to decision-making. The impact statements are circulated to agencies with special jurisdiction or expertise. For projects which have a significant impact, both DOT and HUD prepare their own environmental impact statements and submit them to other agencies for comments.

This joint cooperation between the two Departments has been particularly constructive. HUD typically comments on impacts of transportation on open space, development patterns, community disruption, and relocation housing. Similarly, DOT comments on transportation aspects of proposed new communities.

Section 4(f) of the DOT Act (30) calls for consultation with the Secretary of HUD on actions affecting parks, recreation areas, wildlife, and historic sites.

D. Urban Systems

Under section 109 of the 1973 Federal-Aid Highway Act, State governments, for the first time, are required to allocate a portion of the \$800 million per year authorized for urban systems to urbanized areas of 200,000 or more population for flexible use by local officials in constructing highway or mass transit systems. Under Section 121 of the 1973 Federal-Aid Highway Act, the responsible local officials of an urbanized area and their State highway department, with the approval of the Secretary of Transportation, have the option of obtaining Federal financial participation in mass transit projects in lieu of highway projects on the Federal-aid urban system. In fiscal years 1974 and 1975, urban highway construction would be funded from the Highway Trust Fund; mass transit capital expenditures from the General Fund. In FY 1975, up to \$200 million would be authorized from the Highway Trust Fund for bus projects and in Fiscal Year 1976, any authorized urban transportation option will be funded from the Highway Trust Fund.

The option to use the funds for highways or mass transit gives State and local officials discretion and flexibility in selecting transportation alternatives, and strengthens the role of local officials in the transportation planning and development process. Previously, the State had total discretion with respect to the distribution of funds.

Under the legislation, a Federal-aid urban system will be established in each urban area. Routes on the system will be selected by appropriate local officials in order to serve the goals and objectives of the community, with the concurrence of the State Highway Departments, and in accordance with the Urban Transportation Planning Process.

III. JOINT RESEARCH AND DEVELOPMENT

The nation's urbanized areas can continue to provide an improved quality of life through results of cooperative research efforts, as well as through sound planning and program implementation. This section of the report highlights some joint DOT/HUD research efforts which are particularly noteworthy.

A. Joint Transit Station Development

Under contract to the National League of Cities/U.S. Conference of Mayors, HUD and DOT recently completed a significant study of joint development at transit stations (10).

The purpose of the study was to identify the legal, institutional, financial and technological barriers to joint development and to recommend ways to reduce these barriers. As a case study, joint development at transit stations was the target, but full recognition of the broader application of the results is realized.

On the Federal level, the report recommended that Washington make funds available so that local transit station joint development, planning, implementation and management initiative can be supported by both HUD and DOT. In particular, funding for acquisition of land surrounding the transportation facility should be made available to local communities. When other sources of capital funds are insufficient, the State and cities may need to reach agreement on bonding authority, most likely supported from increased tax increments from redeveloped areas as a result of public investment with State bond guarantees. Legislation may be necessary to give local communities the authority to plan and implement joint development projects. At the State level, such legislation might allow for the creation of special purpose agencies for planning and implementation and for authority to rezone and assemble land within the transportation corridor.

Orientation and improvements of feeder bus and highway facilities towards these transit terminals with integrated development around them, should increase patronage of the transit system and help to capitalize further investment. In addition, it will serve to encourage reduction of air pollution and energy consumption. In order to encourage efficient and pleasant transit facilities, HUD and DOT are coordinating their support of the joint development concept. Single certification procedures, unified planning programs, and consistent technical assistance provisions will assist in accomplishing this end. As recommended in the report, our next step should be to make loan or grant agreements to local transit authorities conditional on the establishment of a transit corridor development process.

Although the report deals primarily with transit stations, it obviously has implications for a host of other Federally-assisted joint development projects -- highway interchanges, airports, rail terminals, redevelopment of underutilized rail yards, port areas and riverfronts, and the like. These must all be undertaken with the advice of all sectors in a participatory process consistent with other major capital budget plans and programs.

B. BART Impact Program

The two Departments have begun the second year of a multi-year policy-oriented program to evaluate the impacts of the Bay Area Rapid Transit System (BART) on the San Francisco Bay Area and its residents. The first regional, rapid rail transit system built in the U.S. in more than 50 years, BART, which began service in 1972, is more than merely an inner city subway system; it serves suburban commuters as well. Constructed primarily with local financing supplemented by various Federal programs, the \$1.4 billion system provides the first opportunity in recent history to evaluate the costs and benefits of overlaying a new rapid rail transit on a major, stable metropolitan area.

The BART Impact Program began in 1972 with the development of a program design and collection of pre-BART data. Supported by DOT, HUD, and the State of California, and advised by a committee of the National Academy of Engineering, the program's prime contractor is the Bay Area Metropolitan Transportation Commission.

The BART Impact Program is designed particularly to determine what lessons from the BART experience can be transferred to other regions and programs.

Determination of the effect that BART has had on land use, travel, community environmental qualities, and economic activity; why impacts occur; and how maximum benefits can be realized from the BART investment, are primary objectives of the program.



BART train at Fremont Station. Near Richmond, California.

C. New Technology

Principally through UMTA, HUD and DOT are conducting research to investigate the feasibility of applying new technology to transportation and community development problems. While assessing urban design integration of advanced transportation systems, these research activities predict the need for and location of urban transportation systems relative to other urban systems and environmental planning and development. These activities also include investigation of the relationship of transportation systems to growth and development, environmental quality, economic activity, urban goods movement, land use, and other community processes and functions and the development of mobility patterns to improve accessibility of housing, employment, health services, and other requisite services for the aging and disadvantaged groups.

Finally, joint research and development and demonstrations may be facilitated by the Transportation Systems Center located in Cambridge, Massachusetts. The Center is the focal point within DOT for the exchange of transportation information and assessment of technology and the Center's work could be constructed to include transit data for metropolitan areas as well.



The towering Transportation Systems Center building in Cambridge, Massachusetts.

For example, the "Insight" program at the Transportation Systems Center is attempting to develop new levels of understanding of the socio-economic effects of technology, especially the influence of transportation on urban growth and form. Through staff activities and a residency program, "Insight" will attempt to pinpoint what is important in transportation/community interaction and develop new and better techniques for effective planning and modeling of this interaction. In addition, a program has been developed to share these improved techniques with users at the State and local levels. The technology sharing program has improved and emphasized existing programs and processes to accomplish this, while at the same time it has created new programs to fill identified gaps. The net result is that the "Insight" efforts will be especially relevant and sensitive to the problems and obstacles associated with implementing real systems, and technology sharing will assure that the best use is being made of existing techniques.

Census data, and other information on population, land use, public services other than transportation, environmental quality and economic use are in many instances as useful to HUD programs as they are to those of DOT. Arrangements are being considered for joint utilization of the Center's facilities with HUD.

The above legislative and administrative measures have stressed mechanisms and means of DOT and HUD to strengthen unified transportation and urban development policies and activities. At the same time, they provide State and local governments greater flexibility with respect to the planning of transportation and community development programs.



San Francisco Demonstration Project highlights environmental concerns around BART system in Albany, California, south of the El Cerrito Plaza station.

FUTURE DIRECTIONS

FUTURE DIRECTIONS

Current actions taken by DOT and HUD to coordinate their efforts regarding transportation planning, implementation, and research are discussed earlier in this report. During the course of the last several months, however, Congress has passed and the President has signed the 1973 Federal-Aid Highway Act and progress is being made in the Congress on the proposed Better Communities Act, and the proposed Responsive Governments Act. Each of these actions, as well as the desire on the part of both Departments to improve their delivery systems, had led to the formulation of an agenda of actions to be considered in the near future for possible implementation.

To better promote the Administration's objectives of coordinating the Federal emphasis on urban problems and on strengthening and expanding the scope of local government decision in doing so, the Departments envision improvements in the area of urban transportation and in the broader field of community development. These recommendations are logical extensions of measures and policies already underway. They represent better means to comply with the requirement for cooperation between Federal agencies and among all levels of government.

I. URBAN TRANSPORTATION PLANNING

A. Coordination of Urban Transportation and Comprehensive Planning

The Departments have experimented, with the cooperation of some state and local governments, in unifying transportation and comprehensive planning within a single annual work program. The results to date in these limited cases have been encouraging to all concerned agencies. Essentially, this unification involves the addition and interaction of HUD-funded planning and management assistance into the Unified Work Program for areawide planning. The result is improved coordination and management, information flow, and often a more implementable set of capital projects.

In addition to possibly expanding Unified Work Programs for transportation and comprehensive planning to more state and local areas, it is significant to note that the unified program procedure also accommodates other new transportation planning activities, such as Section 112 of the 1973 Federal-Aid Highway Act. Since this section legislates additional funds for the urban transportation planning process, work programs for expenditure of these monies will be unified within the overall planning program for areawide transportation planning.

B. Unified Transportation Improvement Programs

As a logical extension of unified work programs in intermodal transportation planning, DOT is developing a policy on unified transportation improvement programs for areawide transportation investments. Consistent with statutory authorities, this policy would mean that urbanized areas receiving funds from DOT would prepare and annually up-date, as an outgrowth of the transportation planning process, a short-term (3 to 5 year) multi-modal capital improvement program as a prerequisite for receipt of approvals for Federal-aid construction funds.

In conjunction with coordinated planning and programming activities, this policy should assist metropolitan areas in consolidating their transportation and related community development programs and in making reasonable decisions on trade-offs among various and frequently competing projects. Perhaps, more than any other action, such a requirement would tie planning and implementation more closely together as one decision-making process.

C. Metropolitan Planning Organizations

It is recognized by the Departments that urban transportation, like so many other public services, is a regional problem that requires regional solutions. Jurisdictional conflicts and boundaries cannot

continue to impede the orderly growth, improvement and coordination of intermodal transportation services to all people. One important solution to this problem is the modernization of organizations to deal with metropolitan issues. Achieving the proper mix of planning, implementation, efficient operation, and political accountability at this level will be very difficult; but the Departments recognize the need to work toward the goal of a single agency at the metropolitan level for transportation planning, with the ability and authority to program projects. In this respect DOT expects to issue a policy in the near future which will result in the recognition of a single agency at the metropolitan level for planning purposes, as designated by the Governor of each State under the provisions of Section 112 of the Federal-Aid Highway Act of 1973.

The Departments continue to stress the desirability of achieving more effective metropolitan organizations while recognizing the significant role that concerned State and local governments can play in setting priorities for transportation and related programs.

In this respect, HUD and DOT are working to encourage more consistent agreement on and division of responsibilities between State and local governments in the 701 and transportation planning programs. Our aim is always towards a cooperative relationship between the Federal, State and local levels of government, both on a horizontal and vertical basis.

D. 1974 National Transportation Study

The 1974 National Transportation Study is underway to build upon the data base and organizational framework established in the initial biennial report (1972), and is addressing critical transportation issues regarding all modes. The overall purpose of these studies is to outline the state of the nation's transportation systems and thereby project future needs conveying to the Administration and to the Congress recommendations for programs and policies.

More specifically, the 1974 NTS is attempting to determine the adequacy of the current systems (as viewed by all government levels and the private sector), assess the outlook in the absence of major changes in public policy; and determine the most appropriate public actions, within reasonable resource constraints, to bring about optimal use of systems and methods of operation. The 1974 report is being restructured to include information on all major transportation modes, including pipelines and new forms under development, analyzed in a multi-modal framework. Participants in this study include the Federal Government, all States, local governments, metropolitan planning groups, manufacturers and operators of transportation equipment and facilities, as well as the public. American Samoa, Guam, the Virgin Islands, Puerto Rico, and the District of Columbia are being represented in the effort to produce a comprehensive look at all national possibilities.

II. PROJECT IMPLEMENTATION

A. Joint Development

Over the next year, HUD and DOT will be working with State and local officials to establish unified requirements, work program guidelines, and provisions to incorporate joint development opportunities into transit and highway corridor development. Similar efforts will follow later with airports and related transportation improvements.

Joint development is defined as the planning and implementation of both improvements in the transportation system and changes in land use and circulation within a specified radius of the transit station, airport, or highway.

In the past, transportation planning has focused primarily on construction of the transportation system including only those facilities which are essential to the system itself. This practice has resulted not only in the failure to capitalize on the broader opportunities available, but there are indications, especially with respect to transit, that delays may have been avoided or partially eliminated had the earliest planning efforts been coordinated with plans for the surrounding area.

As an example of the joint development opportunity, in April 1971, a committee of executives of railroad labor and management, in conjunction with FRA, released a report containing recommendations designed to resolve freight terminal problems. Additional studies include a research and demonstration program to improve rail/track and rail/ship goods transfer, the consolidation and relocation of inefficient railroad terminals, and the development of a system to provide location checks on rail and track equipment.

FRA and the rail industry have identified restructuring of terminal operations to encourage intermodality (rail and truck) as a major issue requiring immediate attention. FRA has arranged for the States to discuss their involvement in freight intermodality in their inputs to the 1974 National Transportation Study. The majority of such facilities will be developed in urban areas and their impact on improving environmental quality (air, noise, congestion) will be positive on the urban area.

Potential benefits of joint development in coordinating transportation and land use are evident, as are opportunities to maximize economic, social and urban benefits of transportation improvements. Yet the concept of joint development has not been utilized effectively to promote urban development, largely as a result of constraints which restrict or inhibit wider application of this approach.

These constraints can be categorized into six major areas: fragmentation of government institutions; inadequate planning and redevelopment coordination, inadequate transportation coordination and potential ridership loss; the physical environment of the transportation terminal, the loss of potential economic benefits; and inadequate implementation support for terminal area development.

B. 1973 Highway Act Guidelines

With the enactment of the Federal-Aid Highway Act of 1973, a task force consisting of UMTA and FHWA staff has been created to establish administrative guidelines which would be consistent with the Administration's goal of increased flexibility on the State and local level. The conceptual framework established by the task force includes planning, implementation, and project evaluation.

With respect to planning and implementation, the framework covers Federal, State and local roles and insures a coordinated approach on each government level as well as between government levels. It features a streamlined approach to planning assistance that provides sufficient funds from UMTA and FHWA to each urbanized area to support an ongoing program.

With respect to project evaluation, the framework establishes a consistent, sequential process. Projects will be eligible for funding for corridor analysis, including environmental concerns and preliminary engineering, only after they have been incorporated into a short-range transportation improvement program developed by the metropolitan planning organization. UMTA and FHWA will jointly evaluate projects submitted by the implementing agency and then commit funds for construction after the detailed corridor, environmental, and engineering studies have been evaluated.

C. New Communities

As suggested earlier in the Report in the discussion of the New Communities Program, the opportunity exists for increased joint DOT/HUD cooperation with respect to research, demonstrations, planning and implementation of transportation systems in and around new communities.

The Departments plan to coordinate mutual objectives in terms of new communities during this fiscal year by exploring improved policies and procedures which will enable the New Communities Program, through its relationships with State and local officials, to take advantage of existing DOT programs and information on transportation systems. This objective is further advanced by the landmark 1973 Federal-Aid Highway Act in terms of increased flexibility to State/local government officials in designating routes eligible for Federal-aid urban system funds. As DOT programs become more flexible in their operation, coordination with New Communities at the State and local government levels will be increasingly important.

III. RESEARCH AND DEVELOPMENT

A. BART Impact Program

During the past year, the BART Impact Program was organized in five major impact areas: Transportation System and Travel Behavior, Environment, Land Use and Urban Development, Economics and Finance, Institutions and Life Styles, and Public Policy. The program will continue during the next year with major research efforts undertaken in the first two areas. In addition, significant steps will be taken towards defining the desired scope, direction, and funding requirements in the remaining three impact areas.

B. Environmental Planning Methodology

A number of tools for planners to estimate the noise and pollution impacts of transportation improvements are under consideration. Heavy emphasis in pollution modeling has been given to dispersion models, which, based on source emissions, geographical and topographical features, and weather conditions, can compute the magnitude and spatial distribution of emissions from transportation sources. Some efforts have focused on determining regional impacts, rather than local impacts on concentrations.

In addition, models have been developed to estimate both direct sound intensity and human perception of noise. These techniques, used most frequently for airports and highways, generally produce noise contour maps as a product. Interactive computer graphics will facilitate the use of both types of models.

C. Fuel Economy Technology

Several DOT programs focus on reducing the energy and pollution impacts of automotive engines. A program of fuel economy technology for autos will seek to identify within 3 years, methods for achieving a 30 percent reduction of fuel consumption with current state-of-the-art methods. A high-performance battery program will initiate exploratory development of high-temperature batteries with applied research on basic problems in the field. This effort, which aims at improving the potential of electric cars, is conducted by DOT in collaboration with the Atomic Energy Commission and the National Science Foundation. An investigation is also being made of heat engines and new fuels. All of this technological research is part of an Automotive Energy Optimization Program, which is a direct DOT response to the President's Clean Energy Message.

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18. Federal-Aid Highway Act of 1962. P.L. 87-866; 76 Stat. 1145; 23 U.S.C. 101.
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