

STATEMENT OF LAWRENCE DUNN, SECRETARIAL REPRESENTATIVE,
REGION IX, DEPARTMENT OF TRANSPORTATION, BEFORE THE
SUBCOMMITTEE ON AIR AND WATER POLLUTION OF THE COMMITTEE
ON PUBLIC WORKS, U. S. SENATE, FRIDAY, MARCH 15, 1974.

Mr. Chairman and Members of the Committee, I appreciate the opportunity to appear before you today to discuss the Department of Transportation's role in the implementation of the transportation control strategies for the Los Angeles Basin, developed pursuant to the Clean Air Act.

Let me begin by stating that the Department of Transportation strongly supports the purpose and the basic procedures of the Clean Air Act. Environmental goals are included in the basic authorizing statute for the Department, and we have been extremely active in implementing the broad environmental policy and procedures set forth in the National Environmental Policy Act of 1969. With respect specifically to air quality, requirements to assure that highway decisions are consistent with Clean Air Act implementation plans were specifically set forth in the Federal-Aid Highway Act of 1970 (23 USC 109). Moreover, the activities of the Federal Aviation Administration, the Urban Mass Transportation Administration, and other elements of the Department also bear on the problem of maintaining and improving air quality.

Before turning to the Department's role in implementing the transportation control strategies, I would first like to

discuss the Department's efforts with respect to the State Implementation Plans up to this point. Under the provisions of the Clean Air Act, the Department of Transportation has maintained liaison with EPA regarding the State Implementation Plans both in Washington and in the field. We have provided advice and assistance informally, and have formally commented on the transportation control strategies during their various stages of development. With respect specifically to the Los Angeles area, the Department commented on the plan originally proposed by EPA in January 1973, as well as their substantially revised proposal which was published in the Federal Register in July. The July version, as well as the final plan promulgated November 12 by EPA and subsequently modified, reflected some of our comments as well as the many comments received from others in the coordination and public hearing process.

I should add, as a general comment, that the development of the State Implementation Plans by the States and by EPA has been a difficult undertaking. Transportation planning techniques have not previously been called upon to focus upon the attainment of such a finely tuned policy objective as meeting a quantified air quality standard. As a result, even with the utilization of the best transportation expertise, these plans may have a considerable margin of error. Moreover, because of the time requirements of the

statute, and for other reasons, in many metropolitan areas the available transportation expertise was not always utilized to the fullest extent in the development of these plans. Nevertheless, we believe the State Implementation Plans move in the right direction in the sense that they increase the incentive for mass transportation and carpooling and decrease the impetus toward private automobile use.

Turning now to the EPA plan as promulgated, it has several major components directed toward reducing automobile use and increasing mass transit use and carpooling, as you know. Specifically, the main provisions in this regard are:

- . setting aside lanes on specified highways for the exclusive use of buses (and carpools where it is safe to do so)

- . effective January 1, 1975, proposed new parking facilities are to be reviewed to determine their impact on air quality prior to issuance of construction permits

- . by September 31, 1974, a computer carpool matching program is to be established for the Los Angeles region

The Department can assist, and is assisting, in the implementation of these strategies.

To begin with, in our highway and mass transit planning grant programs, we can assist in developing detailed plans to implement the transportation strategies. For example, the Urban Mass Transportation Administration made a \$2 million planning grant to the Southern California Association of Governments, a substantial portion of which is now being utilized for the rapid delineation of implementing plans to improve air quality and energy conservation through transportation measures. We expect to receive the product of this effort this June.

Beyond planning, roadway features to provide exclusive use of transportation facilities for buses (and carpools) can be assisted by the Department's Federal-aid highway program. For example, this program can be used, at the request of the State, for the provision of exclusive bus ramps, lane separators to physically separate exclusive bus lanes, special signing and lighting, and similar features.

With respect to computer carpool matching, the Department has developed such a computer program, and will make it available to urban areas which so desire.

The urban mass transportation capital grant program of the Department, of course, can serve an important role in assisting in the provision of mass transit equipment and facilities, at the request of the local area. Such facilities will be necessary to provide for continued mobility as automobile use is decreased under the State plans. Moreover,

improved mass transit can serve as a means of attracting people from their automobiles.

In order to implement the transportation control strategies within the short time frame available, the main transit improvements will be related to bus transportation -- increasing service and providing more buses. The extent of additional buses required to assist in implementing the air quality plans is not yet clear, but could be substantial. We intend to give a high priority to grant applications directed toward implementation of air quality plans.

Beyond these programs available to assist in the implementation of the specific strategies promulgated by EPA for Los Angeles, the Department can provide funds for related purposes, such as fringe parking lots, traffic signal improvements, and mass transit demonstration projects. In addition, I might add that the Federal-Aid Highway Act of 1973 provided additional flexibility to local officials, by permitting them to use certain monies from the Highway Trust Fund for the provision of mass transit facilities. Buses acquired pursuant to this statute, incidentally, must meet the standards prescribed by the EPA Administrator under provisions of the Clean Air Act.

While the foregoing can be or is being accomplished under present statutes, greater flexibility and increased funding to aid mass transportation programs has been proposed

by the Department of Transportation. This would be accomplished under the Administration's proposed Unified Transportation Assistance Program (UTAP) which includes substantial funds -- \$700 million in FY 1975, for example -- which will be allocated directly to the States for mass transit capital or operating assistance.

I would also like to point out that the 1970 Highway Act requires the Department to develop "guidelines to assure that highways constructed pursuant to the (Highway Act) are consistent with any (State Implementation Plan)" On November 16, 1973, the Department's Federal Highway Administration published interim regulations to implement this section of the Act and to assure that highway planning and project decisions are consistent with Clean Air Act implementation plans.

For all of the efforts discussed above, primary initiative rests with State and local governments. We believe air quality and transportation objectives are most effectively accomplished through cooperative and unified planning and implementation at the metropolitan area-wide level.

In conclusion, let me reiterate our strong support for the purposes of the Clean Air Act and its basic approach. We intend to continue to work with EPA toward implementation

of the Act.

This concludes my statement. I would be glad to try to answer whatever questions you may have.

