



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
June 7, 1976

DOT 34-76
(202) 426-4321

Kenneth E. Bolton today became the first executive director of the Federal Railroad Administration's Minority Business Resource Center in ceremonies conducted by U.S. Secretary of Transportation William T. Coleman, Jr.

The establishment of the center was called for in the Railroad Revitalization and Regulatory Reform Act of 1976 to provide minority firms with information and assistance on business opportunities in the revitalization of the nation's railroads.

When fully operational, the center, which is administered by the FRA, will establish a national clearinghouse for informing minority businesses of opportunities that are available to them, conduct market research on such opportunities and assist these firms in obtaining investment capital and debt financing.

Prior to assuming his new post, Bolton, 35, served for three years as senior project manager for the New Communities Administration, U.S. Department of Housing and Urban Development (HUD) in Washington, D.C. Previously, he was special assistant to the Assistant Secretary for Community Planning and Management at HUD. His responsibilities included the development and administration of technical assistance programs for improving the planning and management capacity of state and local governments.

Bolton entered the federal service after a three year tenure in Tulsa, Oklahoma as executive director of the Model Cities Program, a federally financed intercity redevelopment program.

He began his career with the aerospace industry for North American Aviation in Tulsa, Oklahoma, in 1962. After three years he was employed as a management systems analyst for the Aerospace Systems Group of Rockwell International Corporation, also of Tulsa.

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Bolton, whose home town is Houston, Texas, received his B.S. from Howard University in 1962 and is a candidate for a M.B.A. in finance and investments at George Washington University. He served as an officer in the U.S. Army from 1963 to 1965.

Bolton, his wife the former Beryl A. Williams of Tulsa, Oklahoma, and their two children live in Reston, Virginia.

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For further information
contact
Jerry J. Clingerman
202/426-4321

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
June 9, 1976

DOT 35-76
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today scheduled a public hearing for August 3, 1976, to hear arguments prior to deciding the future of vehicle occupant restraint systems.

The Secretary also announced that the Department will propose an extension of the requirements of the present standard for one year to apply to automobiles manufactured through August 31, 1977.

Federal Motor Vehicle Safety Standard (FMVSS) 208 now requires manufacturers to provide occupant protection in vehicles by one of three options: (1) a completely passive restraint system providing protection in frontal, lateral and roll-over crashes; (2) a passive restraint system providing protection in frontal crashes combined with lap seat belts providing protection in lateral and roll-over crashes; (3) lap and shoulder belts at the front outboard positions and lap seat belts for all other positions.

In a notice of public hearing sent to the Federal Register today Secretary Coleman said, "The attractiveness of passive restraints is two-fold. First, it has been thought they would perform more effectively in preventing injuries than would seat belts; and, second, because seat belts are not used consistently, passive restraints, which require no action by the occupant, would ensure more widespread crash protection.

"However," the Secretary said, "the prospect of mandating passive restraints in automobiles has become increasingly controversial. Questions of effectiveness, cost, and suspected hazards, as well as the philosophical problems of restricting individuals' freedom of choice with regard to how much they pay for safety protection, have been raised by opponents of the air bag.

"It is in the context of this controversy that I must make a decision as to the future of passive restraints," Secretary Coleman said.

Secretary Coleman said he will issue a written decision on or before January 1, 1977.

He noted that because of public dissatisfaction with the interlock system required by revision to FMVSS 208 in 1973, Congress in 1974 ordered that there be no requirement in the future of an occupant restraint system other than seat belts, unless the requirement is first submitted to Congress subject to disapproval by concurrent resolution.

In proposing a one year extension of the present requirements of FMVSS 208, which would have expired August 31, 1976, Secretary Coleman said that this action is being taken because of the need to provide time after the August 3rd hearing for written submissions, the time necessary to formulate and write a decision and, if necessary, the period required for Congressional review. Because of these time considerations, he said, a final resolution of any proposal to amend FMVSS 208 will not be reached until after the expiration of the present requirements, and perhaps not until substantially after January 1, 1977.

The hearing will be held at the Departmental Auditorium, Constitution Avenue between 12th and 14th Streets, N.W., Washington, D.C., from 9:30 a.m. to 12:30 p.m. and from 2:00 p.m. to 5:00 p.m. on August 3.

Participants will be permitted a maximum of ten minutes each. Additionally, written presentations may be submitted on or before September 17, 1976, to the Secretary of Transportation, Washington, D.C. 20590, indicating FMVSS 208 Hearing on the envelope.

Persons wishing to testify should notify the Secretary in writing no later than July 12, 1976.

In issuing the notice of public hearing, Secretary Coleman recommended that discussion be directed to the following issues:

- The appropriate role of the Federal Government in prescribing motor vehicle safety standards.
- The benefits and costs of alternative occupant restraint systems.
- Public acceptance of occupant restraint systems.

Secretary Coleman also outlined five possible courses of action which he will consider individually, in combination or after refinement.

These are:

1. Continuation of the present three-option version of FMVSS 208 and continuation of research directed toward developing effective passive restraint systems.
2. Continuation of the present three-option version of FMVSS 208 and a concurrent proposal for a new traffic safety standard requiring the states to adopt and enforce safety belt usage laws or otherwise achieve a usage level much higher than being experienced today.
3. Continuation of the present three-option version of FMVSS 208 while a federally sponsored field test of passive restraints is conducted with the data collected to be used in formulating a future decision on mandating passive restraints.
4. Amendment of FMVSS 208 to require passive restraint systems for all automobiles manufactured after a given date, that date to be determined primarily by the amount of lead time needed by manufacturers to comply with the amended standard.
5. Amendment of FMVSS 208 to require that automobile manufacturers provide customers with the option of passive restraints in some models.

The notice of public hearing regarding amendment of FMVSS 208 is expected to be printed in the June 14, 1976 edition of the Federal Register. Copies may be obtained from:

Office of the Secretary of Transportation
Office of Public Affairs (S-83)
Washington, D.C. 20590

Phone: (202) 426-4321

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 10, 1976

DOT R-20-76
Phone: (202) 426-2147

**CARMEN E. TURNER APPOINTED
ACTING DIRECTOR, OFFICE OF CIVIL RIGHTS**

Carmen E. Turner has been appointed acting director of the Office of Civil Rights, U.S. Department of Transportation it was announced today by Secretary William T. Coleman, Jr.

Mrs. Turner comes to her new position from the Department of Transportation's Urban Mass Transportation Administration (UMTA) where she was deputy director of the Office of Civil Rights. She joined UMTA in July 1970 as an equal opportunity officer. She has been responsible for establishing liaison with minority organizations, civil rights groups, and educational institutions for the specific purpose of identifying a cross-section of minority candidates in professional fields to fill critical jobs in the administration. In addition, Mrs. Turner was responsible for the internal EEO program with special emphasis on the improvement of recruitment, counseling, training, and promotion for both professional and clerical employees.

Mrs. Turner relieves James Frazier who recently resigned as director of the Department of Transportation's Office of Civil Rights.

In announcing her selection, Secretary Coleman applauded Mrs. Turner's background, saying that, "I intend to make full use of Mrs. Turner's proven ability. I am confident that Mrs. Turner will make a major contribution to the Department's continuing program of attracting highly qualified minorities and women for all levels but most particularly for those positions of a policy-making nature."

(more)

Prior to joining UMTA, Mrs. Turner was employed by the Army Materiel Command where she had been the administrative officer attached to the Washington office of the Deseret Test Center. She began her government career as a clerical employee with the Veterans Administration in 1950.

Mrs. Turner was born in Teaneck, New Jersey, and was educated in Washington, D.C. She graduated from Dunbar High School in 1948, received her B.A. in 1968 in government and history from Howard University, and her M.A. in 1971 in public administration from American University where she is currently a Doctoral candidate in the field of American government.

Included in a long list of social and community service is her work with Delta Sigma Theta Sorority's assistance to disadvantaged youth; with the Newark, New Jersey Urban League in connection with their summer minority hiring program; and, with the St. George's Episcopal Church where she is active in the minority youth group program.

She has received numerous outstanding achievement awards and was presented the Secretary of Transportation's award for outstanding accomplishment in equal employment opportunity.

Mrs. Turner is married to Frederick B. Turner, Jr. and they have two sons, Frederick and Douglas. They live at 3212 Park Place, N.W., Washington, D.C.

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY 10:00 A.M.
June 10, 1976

DOT 36-76
Phone: (202) 426-4043

A decision in principle to provide up to \$269 million to assist in building a light rail transit system in Buffalo was announced today by U.S. Secretary of Transportation William T. Coleman, Jr.

The Secretary termed the decision in principle that the Department's Urban Mass Transportation Administration (UMTA) would support this project, "a major step forward in providing needed public transportation and thereby assisting in efforts to revitalize Buffalo." He said that the willingness of construction contractors and unions to sign a written no-strike agreement for the duration of construction, together with the innovative proposal to create a downtown transit mall with the light rail line operating on the surface in an auto-free zone, were key elements in the Department's favorable decision. He further estimated that the project would create 6,700 new jobs, based on the experience of other recent transit construction programs.

The Buffalo proposal, prepared by the Niagara Frontier Transportation Authority (NFTA), consists of a 6.4 mile light rail line connecting downtown Buffalo with the existing State University at Buffalo campus. About 1.2 miles of the line would be on the surface in a downtown mall, with the rest in subway. The Buffalo system is planned for later extensions to more distant suburban communities if and as funding becomes available.

UMTA Administrator Robert E. Patricelli said that UMTA's decision was a "commitment in principle, subject only to satisfaction of the necessary legal and environmental clearances." Under Federal law, actual provision of final engineering and construction funds must await the preparation and circulation of a final Environmental Impact Statement. This environmental clearance process will move forward on schedule while the NFTA carries out necessary engineering on its transit proposal. Service is currently projected to begin in 1982.

Secretary Coleman said that "we recognize the role of major transit investments in helping to revitalize our central cities. Where States and localities have put their own money and commitment on the line to that end, and where the transportation merits support the project, we will join as partners." The State of New York has already committed \$102 million to the project, more than enough to provide the required non-Federal matching share.

Patricelli said that Buffalo had conscientiously performed the required analysis of bus and rail alternatives, and that it showed that light rail, over the long run, would be about as cost effective as buses. Factors that tipped the scales in favor of rail, he said, were:

- the corridor in question has limited available street and highway capacity for use by buses, and rail would be more reliable during Buffalo's extreme winters;
- the rail line would have a greater urban development impact, adding to the \$250 million already committed from public and private sources to downtown Buffalo in recent years;
- UMTA had previously committed to sponsor a new light rail system somewhere in the country as a demonstration of what that technology could do;
- the community strongly preferred light rail over buses, and there had been a strong citizen participation program which had demonstrated community support.

Buffalo is the nation's eighth most densely populated central city and urbanized area.



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
June 11, 1976

DOT R-21-76
Phone: (202) 426-4321

Romanian Minister of Transport and Telecommunications Traian Dudas has ended his visit to the United States after a week-long series of meetings with U.S. Secretary of Transportation William T. Coleman, Jr., and other senior U.S. officials.

Minister Dudas came to the United States June 3 at the invitation of Secretary Coleman to discuss mutual transportation concerns and the joint DOT/MOTT Cooperative Program which began in November 1971.

During the Minister's visit two joint DOT/MOTT project agreements concerning skid resistance and rail flow detection techniques were signed by the respective program coordinators. Both Minister Dudas and Secretary Coleman pledged support for continued cooperation on the basis of mutual benefit and reciprocity.

Minister Dudas also met with Acting Secretary of State Charles Robinson and both signed the recently negotiated U.S.-Romanian Agreement on Maritime Transport. The Minister also held meetings with other State Department senior officials on the negotiations of a fishing agreement and other matters in the maritime area.

Postmaster General Benjamin Bailar and Minister Dudas resolved the major issues slowing progress on a postal agreement between the two nations. The remaining issues will be resolved at the technical level.

Minister Dudas also met with Administrator of the DOT's St. Lawrence Seaway Development Corporation David W. Oberlin and other senior U.S. officials with responsibilities for canals and inland waterways to discuss canal construction and maintenance. The minister left the United States June 10.

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For further information
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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
June 18, 1976

CONSUMER ADVISORY

DOT R-23-76
Tel. 202-426-9550 (HP)

Safety belt usage laws and the effectiveness of air bags are among the subjects that will be examined in Washington, D. C. July 12-14 at a three-day symposium sponsored by the U. S. Department of Transportation's National Motor Vehicle Safety Advisory Council.

The public is invited to attend all sessions of the meeting scheduled for the Federal Aviation Administration auditorium, Seventh and Independence Ave., SW, starting at 9 a.m. each day.

Government officials, industry representatives, highway safety specialists and researchers are among the 200 persons expected to participate in the symposium.

Herb Aikin of the Ministry of Transport and Communications in Ontario, Canada, will speak on Ontario's recently enacted safety belt usage law on the conference's second day.

Recent data on air bag and belt restraint system effectiveness will be presented by Dr. Russell Smith, of the National Highway Traffic Safety Administration's research and development office.

Richard G. Babbitt, American Safety Equipment Corp., will discuss new developments in safety belt design.

The first day of the meeting will focus on the safety of large trucks and the need for motor vehicle safety standards for these trucks. Among the scheduled speakers are Peter Griskivich of the Motor Vehicle Manufacturers Assn., Henry Wakeland of the National Transportation Safety Board, Ralph V. Durham, of the International Brotherhood of Teamsters and Arthur Fox of the Professional Drivers Council (PROD).

The symposium's third session on July 14, dealing with public policy and the politics of regulation, will look at the next 10 years of motor vehicle safety regulations.

Stuart M. Statler, minority chief counsel, Permanent Subcommittee on Investigations, Senate Government Operations Committee, will speak on congressional action to reform federal regulations.

Others who will present papers on safety regulation policy and politics include Lowell Dodge, special counsel, Subcommittee on Oversight and Investigations, House Interstate and Foreign Commerce Committee; William D. Eberle, president of the Motor Vehicle Manufacturers Assn.; and Judith Connor, Assistant DOT Secretary for Environment, Safety and Consumer Affairs.

The Council, created by the National Traffic and Motor Vehicle Safety Act of 1966, advises the secretary of transportation on federal motor vehicle safety standards and programs administered by the National Highway Traffic Safety Administration.

The symposium is being held in lieu of the council's annual International Congress on Automotive Safety. That conference is planned for Boston in July 1977.

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FOR IMMEDIATE RELEASE
June 22, 1976

DOT 37-76
Phone: (202) 426-4321

SECRETARY OF TRANSPORTATION WILLIAM T. COLEMAN JR. URGES
GOVERNORS TO ENCOURAGE SUPPORT FOR 55 MPH SPEED LIMIT
DURING HOLIDAY WEEKEND

Observing that the 55 mph speed limit in 1974 had "saved more than twice as many lives as the total number of Americans killed in the entire American Revolution," Secretary of Transportation William T. Coleman Jr. today urged the nation's governors to appeal to citizens to adhere to the speed limit during the July 4/Bicentennial holiday.

In telegrams to the governors, Secretary Coleman said, "I am asking you to join me in appealing to our citizens to help assure a safe Bicentennial celebration by observing the 55 mile-per-hour speed limit."

"The U.S. Department of Transportation is strongly committed to the 55 mile-per-hour speed limit, which has saved both lives and fuel," he continued. He pointed out that fatalities dropped by over 9,000 in 1974, the first year of the speed limit, and that a similar drop was experienced in 1975.

"The lifesaving potential of the 55 mile-per-hour limit is particularly important as the holiday weekend approaches, and motor travel increases," he wired the governors. "The recent Memorial Day weekend resulted in 455 immediate deaths,

(more)

and there are signs that traffic fatalities are again increasing. Fatalities for April of this year, for example, were up six percent from April of 1975."

"While it is far too early to determine any new fatality trends, these recent figures reemphasize the need for a long-term effort to achieve full public compliance with the 55 mile-per-hour speed limit," he added. "I ask your continued support of this important lifesaving measure."

The Secretary's telegram commended the governors for "maintaining vigorous enforcement of the 55 mile-per-hour speed limit," and said that "such leadership has been a vital force in obtaining public support." He urged the governors to issue holiday proclamations encouraging compliance with the speed limit and other highway safety measures.

"As the July 4 Bicentennial holiday approaches," Secretary Coleman stated, "we have an ideal opportunity again to remind the American motoring public of the need to drive not more than 55 miles per hour."

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FOR RELEASE FRIDAY
June 25, 1976

DOT 38-76
Phone: (202) 426-4321

A study report on ways to manage the cost and supply of parking spaces to reduce the level of auto-produced air pollution in the Washington, D.C. area was released today by the U.S. Department of Transportation.

The report, "Parking Management Policies and Auto Control Zones," was prepared by the Metropolitan Washington Council of Governments. Its objective was to evaluate alternative parking management and auto control zone policies designed to help meet 1977 ambient air quality standards in the National Capital Region.

Methods analyzed in the study include parking taxes, regulation of parking charges, residential parking permits, applying prevailing commercial rates to free and low cost parking, restricting the supply of parking spaces and establishing auto control zones.

The report identifies three methods of managing parking as potentially effective in achieving the reduction in air pollutants assigned to parking management in the Clean Air Act State Implementation Plan for the District of Columbia.

The methods are:

- * Applying prevailing commercial rates to free and low-cost, long-term commuter parking (six or more hours) with a \$2 per day surcharge on such parking.
- * Substantially increasing fees for long-term, non-commuter parking via rate regulation, and applying prevailing rates to free and low-cost commuter parking.

- more -

- * Restraining on-street parking by issuing parking permits for local residents and limiting other vehicles to two hours of on-street parking; establishing short-term only parking facilities and long-term parking quotas.

Funding for the study was provided by the DOT and the U.S. Environmental Protection Agency.

Single copies of the report may be obtained **by contacting:**

Office of Public Affairs, S-83
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 426-4321

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
June 28, 1976

DOT R-24-76
Tel. 202-426-9550 (HP)

Motor vehicle goals beyond 1980 will be the major subject examined when the U. S. Department of Transportation's National Motor Vehicle Safety Advisory Council holds its Fifth International Congress on Automotive Safety next year.

The Congress, scheduled for July 1977 in Boston, Mass., will be looking over two reports by a joint interagency task force that is developing the goals for the next decade.

Secretary of Transportation William T. Coleman, Jr., in approving the Congress, said "this international forum will give broad public exposure to the task force findings and the issues they raise in balancing motor vehicle safety with vehicle costs, operating expenses, emissions, road performance, fuel economy and consumer acceptance. The conference should be most timely and useful."

The Council is a 24-member group created by the National Traffic and Motor Vehicle Safety Act of 1966 to consult with the secretary of transportation in the development of federal motor vehicle safety standards administered by the National Highway Traffic Safety Administration.

Next year's conference, according to Council Chairman Dr. B. J. Campbell, who is Director of the Highway Safety Research Center at the University of North Carolina, will provide an opportunity to examine and debate long range design goals for motor vehicles and the impact of these goals on safety, the industry, the consumer and the economy. "More importantly," Campbell said, "the strategies by which these objectives can be reached will be thoroughly discussed."

Complete details of the July 1977 Congress are being worked out and will be announced in the near future.

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