



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

**CONSUMER ADVISORY
REQUEST FOR
PUBLIC COMMENT**

FOR RELEASE THURSDAY
July 1, 1976

DOT 39-76
Phone: (202) 426-4321

Remember when a bag of air in the car was simply a talkative companion? Now a bag of air is called an air bag and it's a vehicle passive restraint system.

The question, however, still is: Do you want it in the car with you? The U.S. Department of Transportation, unlike that talkative companion, wants to know what you think.

Secretary of Transportation William T. Coleman, Jr., is holding a public hearing in Washington, D.C., on August 3, 1976, to hear what the public has to say about vehicle occupant restraint systems.

But, he wants more than that. He wants to hear comments from throughout the U.S. "A public hearing is simply not enough in this case," Secretary Coleman said.

"An issue like this, which affects virtually every person in America who owns or drives a car needs the varied and considered opinion of people all across the nation.

"People must realize that the passive restraint issue affects two things all of us hold dear, our safety and our pocketbooks."

In addition to holding a public hearing, the department is seeking written comments on the occupant restraint question. While comments may be submitted until September 17, 1976, Secretary Coleman said, "I hope everyone will write early so we can give their opinions the most attention and analysis possible."

In explaining the need for significant public comment, Secretary Coleman said, "The attractiveness of passive restraints is two-fold. First, it has been thought that 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. And, before I make any decision on passive restraint systems, I want as much public input as reasonably possible."

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

Secretary Coleman is interested in hearing views on what kind of restraint system consumers prefer. Those wishing to comment are asked to consider the following questions:

1. Do you favor continuing the current version of FMVSS 208?
2. Do you want air bags or some other form of passive restraints to be required on all new vehicles after a certain date? If so, how much would you be willing to pay for this form of protection?
3. Would you favor federally-sponsored research or a field test program to collect more information on the costs and effectiveness of passive restraints?
4. Would you prefer that manufacturers be required to provide customers with the option of passive restraints in some automobile models, in addition to lap and shoulder belts?
5. Would you support state laws requiring the use of safety belts, or some other program to increase the use of safety belts?

Written comments 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.

Copies of the Secretary's analysis of the issues involved in the occupant restraint question may be obtained from the Office of Consumer Affairs (TES-40) U.S. Department of Transportation, Washington, D.C. 20590.

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WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
July 7, 1976

DOT 40-76
Phone: (202) 426-4321

Two seminars, one on problems encountered in the intermodal transportation of hazardous materials, the other on changes in federal regulations governing transporting of hazardous materials, will be conducted by the U.S. Department of Transportation in August.

Both seminars, which will be held consecutively, will be conducted by personnel from the DOT's Office of Hazardous Materials Operations and the department's modal administrations.

James T. Curtis, Jr., director of the DOT's Materials Transportation Bureau, said the first seminar will be held August 23-24, 1976, at the Sheraton Inn-Atlanta Airport, in East Point, Georgia, as part of the continuing series of similar programs being sponsored by the bureau throughout the country. It will enable shippers, carriers, freight forwarders, container manufacturers and suppliers to discuss the problems of intermodal transportation of hazardous materials.

The second seminar, to be held on August 25, 1976, also at the Sheraton Inn, will be the fourth in a series being held by the department to explain to everyone affected the effects of the changes in regulations governing transportation of hazardous materials as detailed in HM Docket 103/112 which appeared in the Federal Register on April 15, 1976.

These seminars are free and open to the public. However, space will be limited and attendance will be on a first-come, first-served basis. Persons wishing to attend should make reservations with:

Sandra Cureton
Operations Division, MTH-30
Office of Hazardous Materials Operations
Materials Transportation Bureau
U.S. Department of Transportation
Washington, D.C. 20590

Telephone: (202) 426-2301

Persons wishing to attend must make their own arrangements for lodging.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 9, 1976

DOT 41-76
Phone: (202) 426-4321

Theodore C. Lutz was sworn in as Deputy Under Secretary of Transportation today in ceremonies presided over by Secretary of Transportation William T. Coleman, Jr.

Lutz has been the Deputy Under Secretary of Transportation for Budget and Program Review since March 15, 1973, and will retain these duties in his new position.

Prior to joining the department in 1973, Lutz was from 1970 Senior Budget Examiner for National Capital Area Affairs in the Office of Management and Budget. He joined the Bureau of the Budget, Executive Office of the President, in 1968 as a budget examiner for the Treasury Department.

The Deputy Under Secretary received the Secretary of Transportation's Award for Outstanding Performance in 1975 and the Secretary of Transportation's Award for Superior Performance in 1973 and 1976. He also received the Professional Achievement Award from the Office of Management and Budget in 1972.

Lutz, a native of Philadelphia, Pa., received his bachelor of arts degree from Carleton College, Northfield, Minn., in 1967 and his master of public administration degree in 1968 from Syracuse University's Maxwell Graduate School of Citizenship and Public Affairs.

Lutz is married to the former Willa Jean Boyd. They reside in the District of Columbia.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
July 12, 1976

DOT 42-76
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today extended an open invitation to representatives of minority businesses throughout the nation to attend a meeting in Washington on July 28.

"We began this year a \$6 billion program to revitalize the nation's railroads--a program which offers exceptional opportunity for participation of minority contractors," Secretary Coleman said.

"We are committed to insuring that the minority business community receives a significant share of the economic benefits to be derived from this program," the Secretary said.

"At the July 28 meeting, we shall explain the opportunities for minority businesses made possible by the railroad revitalization and other departmental programs," Secretary Coleman said. "But what is more important," he said, "I want advice as to how we can direct our operations to take maximum advantage of the capabilities of minority contractors."

Kenneth E. Bolton, executive director of the Federal Railroad Administration's Minority Business Resource Center, will be a principal participant at the meeting.

Recently established under a provision of the Railroad Revitalization and Regulatory Reform Act of 1976, the Center when fully operational will be a national clearinghouse for information on opportunities for minority businesses, will conduct market research on such opportunities and will assist minority firms to obtain investment capital and debt financing.

Also participating in the July 28 meeting will be the heads of the department's operating administrations, who will describe the opportunities for minority contractors contained in DOT's operating programs.

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The meeting with representatives of minority business firms will be held at Department of Transportation Headquarters, Room 2232, 400 7th Street, S.W., Washington, D.C. from 9 a.m. to 5 p.m. on July 28.

Advance notification by July 21 of expected attendance and subjects wanted to be discussed are requested to be made by letter to Director, Office of Installations and Logistics, Department of Transportation, Washington, D.C. 20590, telephone 202/426-4237.

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 14, 1976

DOT 43-76
Phone: (202) 426-4321

The U.S. Department of Transportation today released the Sixth Annual Report of the Secretary of Transportation on Hazardous Materials Control.

Prepared by the department's Materials Transportation Bureau (MTB), the report covers hazardous materials safety programs and operational activities of the bureau and the modal administrations during calendar year 1975.

Highlighting the year's activities was the creation on July 1, 1975, of the MTB, as an operating element that consolidates the Secretary's authorities and responsibilities for hazardous materials transportation and pipeline safety functions.

Establishment of the MTB was prompted by the Hazardous Materials Transportation Act, signed into law on January 3, 1975. Under the act the Secretary has comprehensive safety and regulatory authority over hazardous materials. The act also extends the Secretary's regulatory and enforcement powers to include manufacturers and reconditioners of containers and packaging materials used in the transport of hazardous materials.

The report includes statistics from the department's hazardous materials incident reporting system. In 1975, 27 deaths and 655 injuries were reported in 10,800 incidents involving the release of hazardous materials in transportation, compared to 32 deaths and 900 injuries in 8,400 incidents reported in 1974.

Also included in the report are:

- * A discussion of research and development programs which support the regulatory program and provide technical data on safety of containers and vehicles used in the transport of hazardous materials.

- more -

- * A listing of applicable federal regulations, and a summary of the basis for any exemptions granted or maintained.
- * An evaluation of the effectiveness of the department's enforcement and compliance activities.
- * A summary of outstanding problems confronting the administration of hazardous materials programs.
- * Recommendations for additional legislation.

Copies of the report may be obtained from:

Superintendent of Documents
U.S. Government Printing Office
Washington, D.C. 20402

Stock Number -- 050-000-00117-2

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JJC/7/13/76/

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FOR IMMEDIATE RELEASE

July 21, 1976

DOT 44-76

Phone: (202) 426-0677

Preliminary selection of 50 new or expanded projects in 37 States to be funded under the Rural Highway Public Transportation Demonstration Program was announced today by U.S. Secretary of Transportation William T. Coleman, Jr.

Federal Highway Administrator Norbert T. Tiemann and Urban Mass Transportation Administrator Robert E. Patricelli noted that these projects join the 62 projects identified for funding in 1975 and expand the total demonstration program to 102 projects in 48 States.

Actual funding of the projects identified today will occur after a state agency or Indian tribe satisfactorily completes the public notice and hearing requirements. The total appropriation for the Rural Highway Public Transportation Demonstration Program, which is jointly administered by the two Administrations, is \$24.96 million.

The results of the demonstration program will yield valuable information that will assist local officials in other areas establish effective transportation services for rural residents.

The attachment identifies the projects preliminarily selected this year.

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Rural Highway Public Transportation Demonstration Program

1976 Preliminary Selection of Projects to be Funded

<u>State and Project Name</u>	<u>Estimated Funding</u>
Alaska - North Slope Borough	\$319,100
Arizona - Fort McDowell Mohave - Apache Indian Community and Salt River Pima - Maricopa Indian Community	\$100,000
California - City of Rio Vista	\$ 80,000
- Tule River Tribal Council	\$ 25,000
- Mendocino County	\$ 53,800
- Tuolumne County	\$ 38,000
- Riverside County	\$150,000
Colorado - Eastern Eagle County	\$318,900
Connecticut - Northeastern	\$132,000
Georgia - State of Georgia, Department of Human Resources	\$375,000
Hawaii - County of Kauai	\$250,000
Indiana - City of Mt. Vernon	\$ 94,000
Iowa - Area XV Regional Planning Commission	\$250,000
Kentucky - Green River Area Development District	\$125,000
Louisiana - St. James Community Action Program, Convent, La.	\$119,000
- Coushatta Tribe, Elton, Louisiana	\$ 18,600
Maryland - Anne Arundel County Economic Opportunity Committee, Inc.	\$250,000
Massachusetts - Barnstable County	\$368,000
Michigan - Baraga County and Kewenaw Indiana Community	\$247,000
Minnesota - Southwest Regional Development	\$110,600

<u>State and Project Name</u>	<u>Estimated Funding</u>
Missouri - Mid-Missouri Council of Governments	\$200,000
Nebraska - Central Nebraska Community Action Council	\$100,900
Nevada - Duckwater Shoshone Tribe	\$ 20,000
New Hampshire - City of Newport	\$ 20,000
New Jersey - Sussex County	\$107,000
New Mexico - Torrance County Transportation	\$ 57,200
New York - Chautauqua County	\$137,000
- Ulster County	\$133,000
- St. Lawrence County, Human Resources Commission	\$274,000
North Carolina - Choanoke Area Development Association	\$392,000
Ohio - Clermont County	\$343,600
Oklahoma - Carter County Commissioners	\$ 81,700
Oregon - City of Florence	\$ 86,000
- East Central Oregon Association of Counties	\$ 79,200
Pennsylvania - Chester County Community Action Board	\$ 44,000
- North Central Pa. Regional Planning and Development Commission	\$122,000
South Carolina - Beaufort - Jasper Regional Transportation Authority	\$113,000
- Wateree Community Action, Inc. and the City of Sumter	\$200,000
South Dakota - Oglala Sioux Tribe, Pineridge Reservation	\$260,500
Tennessee - East Tennessee Human Resource Agency	\$250,000
- Progress for People, Human Resource Agency	\$120,000

<u>State and Project Name</u>	<u>Estimated Funding</u>
Texas - Alamo Area Council of Governments	\$500,000
- Lower Rio Grande Valley Development Council	\$350,000
Utah - Ute Indian Tribe	\$ 94,000
Vermont - Chittenden County	\$400,000
- Statewide Project	\$313,000
Virginia - Thomas Jefferson Planning District Commission and JAUNTS	\$249,000
West Virginia - TRIP, Department of Welfare	\$1,300,000
Wisconsin - Indianhead Community Action	\$ 40,000
Wyoming - Riverton Senior Citizens	\$ 14,000



DEPARTMENT OF TRANSPORTATION

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FOR RELEASE THURSDAY
July 29, 1976

DOT 45-76
Phone: (202) 426-4321

A report to help predict the impact of transportation on air quality has been released by the U.S. Department of Transportation.

Entitled, "Assessing Transportation-Related Air Quality Impacts," the report is a compilation of scientific papers presented at the Conference on the State of the Art of Assessing Transportation-Related Air Quality Impacts held October 23-25, 1975, at the National Academy of Sciences in Washington, D.C.

The conference was sponsored by the DOT's Office of Environmental Affairs and Federal Highway Administration and the U.S. Environmental Protection Agency. Experts in the areas of chemistry, meteorology, and transportation were brought together and discussed the use of scientific modeling to determine the impact of transportation and transportation-related activities on air quality.

Discussion subjects included oxidant modeling; photochemical diffusion models for air quality simulations; ambient air monitoring for highway environmental analysis; and estimating the air quality impact of vehicular emissions.

Copies of the conference report may be obtained at a per copy cost of \$8.40 by ordering:

Special Report 167
Transportation Research Board
National Academy of Sciences
2101 Constitution Avenue, N.W.
Washington, D.C. 20418

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