



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE MONDAY  
August 2, 1976

DOT 47-76  
Phone: (202) 426-4321

A six-part volume which provides the necessary material to assess the environmental impact of highway projects has been released by the U.S. Department of Transportation.

The volume, a series of six separate notebooks, contains technical material which can be used in a selective manner during the identification and assessment of the social, economic and physical impacts of highway facilities. Emphasis is placed on the fullest possible integration of the environmental assessment process with highway and transportation planning and development.

The consulting firm of Skidmore, Owings and Merrill and associated subcontractors prepared the volume under the sponsorship of DOT's Office of Environmental Affairs and with extensive participation of the Federal Highway Administration.

Entitled, "Environmental Assessment Notebook Series: Highways," the volume of six notebooks (and a brief summary document) has been organized as follows:

(1) Identification of Transportation Alternatives - Discusses the principal transportation planning considerations which should be incorporated into all phases of the highway planning process from initial transportation systems studies to the actual construction of a new roadway improvement.

- (2) Social Impacts
- (3) Economic Impacts
- (4) Physical Impacts

Notebooks 2,3, and 4 provide a comprehensive list of potential impacts of highway projects. Also current methods of collecting, analyzing and evaluating data and of identifying and mitigating, if necessary, the impact of the project on the environment are discussed.

(5) Organization and Content of Environmental Assessment Materials - Describes techniques for recording, organizing and communicating pertinent findings of the transportation planning and impact assessment process.

(6) Environmental Assessment Reference Book - Expands on the bibliographic references contained in the preceding notebooks and lists other data and information which may be helpful in assessing environmental impacts.

Special attention was given to the interdisciplinary approach and early and continuous identification and assessment of potential environmental problems.

Copies of the volume are available in full sets only at a cost of \$21 from:

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

Stock Number: 050-000-00109-1

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
August 3, 1976

DOT 48-76  
Phone: (202) 426-4321

Improved coordination of transportation and water quality management planning efforts is the goal of a joint memorandum of understanding between the U.S. Department of Transportation and the U.S. Environmental Protection Agency.

When fully implemented, the joint agreement is designed to achieve these objectives:

- Make related DOT and EPA program activities more compatible;
- Promote the idea that planning undertaken for purposes of transportation and water quality management relates to common public facilities.
- Urge state and local governments to assign to a single organizational unit, whenever possible, responsibility for carrying out the urbanized area planning activities involving inter-related transportation and water quality management.

"This initial agreement with EPA is a practical and useful first step toward improved coordination between EPA water quality programs and related DOT programs," said Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs Judith T. Connor, one of the signatories.

Dr. Andrew Breidenbach, EPA Associate Administrator for Water and Hazardous Materials, said, "Stormwater runoff from urban streets, boating and shipping activities, and numerous other transportation activities impact on environmental quality. This agreement will provide important avenues of coordinated planning to deal with these kinds of problems."

Also signing the agreement for DOT were Norbert T. Tiemann, Federal Highway Administrator and Robert E. Patricelli, Urban Mass Transportation Administrator. Breidenbach signed the agreement for EPA.

Copies of the joint memorandum of understanding can be obtained from:

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

Telephone: (202) 426-4321

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
August 10, 1976

DOT 49-76  
Phone (202) 426-4321

Vehicles powered by electricity or an unconventional fuel should not be regulated by the federal energy conservation law, says a U.S. Department of Transportation report released today.

Electric vehicle manufacturers also should not be required to place labels on the vehicles giving their fuel economy, DOT said. However, the manufacturers should be permitted to submit fuel economy information to the Environmental Protection Agency and the Federal Energy Administration for use in the agencies' annual fuel economy booklet, DOT recommended.

The recommendations on whether or not to regulate these vehicles were made by Secretary of Transportation William T. Coleman, Jr., in a report to the President and Congress required by the Energy Policy and Conservation Act of 1975.

To bring electric vehicles under the act's coverage, would require redefinition of fuel to include electrical energy. Electric auto manufacturers then would be subject to the same fuel economy standards that now apply to manufacturers of gasoline and diesel-powered autos.

The Energy Policy and Conservation Act requires that manufacturers place a fuel economy label on each auto, starting with the 1977 models, giving that car's fuel usage in miles per gallon (mpg), its estimated annual fuel costs and the range of fuel economy available with comparable autos. The act also sets a minimum average fuel economy standard an auto manufacturer must reach for his entire passenger car production in a model year. The regulation requires 18.0 mpg for 1978 models and increases to 27.5 mpg for 1985 models.

The DOT report, which focused largely on electric vehicles, said regulation by the act would increase the cost of the vehicles, and retard their production and introduction to the public.

The report said electric vehicles would obtain 80 percent of their energy from non-petroleum fuels. However, since electric vehicles are likely to represent only a very small part of the national automotive fleet by 1985, their effect on overall fuel consumption should be insignificant.

The report said vehicles powered by such unconventional fuels as butane, propane, hydrogen, ethanol and methanol have performance characteristics similar to gasoline or diesel-powered vehicles but the fuels may be more expensive to produce and a distribution network may have to be developed for refueling the vehicles. A sufficient number of these vehicles probably would not be produced by 1985 for them to be considered for coverage under the act, the report said.

The report, entitled "Advisability of Regulating Electric Vehicles for Energy Conservation," was prepared by DOT's Transportation Systems Center in Cambridge, Mass., under the direction of the Office of the Assistant Secretary of Transportation for Systems Development and Technology.

A limited number of copies of the report are available from R.V. Giangrande, Technology Sharing Program Office, (Code 151), Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142. Phone: (617) 494-2486.

For further information: Howard Coan  
Office of Public Affairs  
Phone: (202) 426-4321

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

**CONSUMER ADVISORY**

FOR RELEASE FRIDAY  
August 13, 1976

DOT 50-76  
Phone: (202) 426-4321

A federal regulation requiring meters on new cars to show drivers their rate of gasoline consumption is an unproductive approach to fuel conservation, the U.S. Department of Transportation said in a report released today.

DOT also said no action should be taken to promote the use of the miles-per-gallon (mpg) meters in used cars as a way to encourage more fuel-efficient driving habits.

These recommendations were based on tests which failed to show that use of currently-available mpg meters would save gas for typical drivers.

The recommendations were made by Secretary of Transportation William T. Coleman, Jr., in a report to the President and Congress required by the Energy Policy and Conservation Act of 1975. The act requested comments on a possible requirement that each new auto have an mpg device and the most feasible way of equipping used cars with these instruments.

A DOT-sponsored study failed to establish that use of the mpg meter would save significant amounts of fuel under typical driving conditions. The study concludes that the meters have little potential for encouraging fuel saving in congested city and suburban traffic with its low-speed, stop-and-go driving.

The report said city driving, in particular, requires a driver's close attention and he would find it difficult to pay much attention to an mpg meter. Over one-half of the nation's driving occurs on city and suburban streets.

The meters now sold are mounted on the dashboard or steering column. They can be purchased through auto-accessory stores but are not available as optional equipment on new cars.

The meter, which costs a minimum of \$130 installed, measures and displays for the driver his rate of fuel consumption. It takes into account the fuel flow in gallons per hour, the speed in miles per hour and processes this information electronically. With the device, a driver can see directly the effects on fuel consumption of such driving operations as accelerating, braking and hill-climbing.

The report said a factory-installed meter could add about \$75 to a new auto's purchase price. On a used car, installation time would vary according to the make but an experienced mechanic with the proper tools could complete the job in about six hours. Proper installation is necessary because the fuel line is involved and improper installation could cause either a fire hazard or fuel-line blockage.

Testing of the meters under actual driving conditions, conducted by the Automobile Club of Southern California under DOT sponsorship, has shown no significant increase in average fuel economy during the first six weeks of the test. Data was collected on 400,000 miles of travel by 146 mid-size cars, half of which are equipped with mpg meters.

A limited number of copies of the report, "Effectiveness of Miles-Per-Gallon Meters as a Means to Conserve Gasoline in Automobiles," is available from R.V. Giangrande, Technology Sharing Program Office, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142. Phone: (617) 494-2486.

For further information: Howard Coan  
Office of Public Affairs  
Phone: (202) 426-4321

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
August 27, 1976

DOT 51-76  
Tel. 202-426-9550

### YOUTH COMMITTEE MEMBERS SWORN

Federal Safety Chief John W. Snow of the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), presided today at swearing-in ceremonies for members of the Youth Highway Safety Advisory Committee.

The Youth Committee was formed in 1970 to advise the NHTSA on ways to generate support from young people in the battle against highway deaths and injuries. The committee is comprised of 15 members between the ages of 15 and 24, who are appointed by the NHTSA administrator.

The members were meeting in Washington, D.C., to evaluate the committee's accomplishments, discuss individual and group goals, hear presentations on the Uniform Vehicle Code and be briefed on NHTSA's multi-year youth plan.

Those sworn in today include:

- \*John Abramson Jr., 19, Frederiksted, St. Croix, U.S. Virgin Islands, University of Delaware, Frederiksted Youth Council;
- \*Sam F. Berardino, III, 19, New Hartford, N.Y., Albany College of Pharmacy, New York State Youth Advisory Council on Traffic Safety;
- \*Ralph A. Butler, 19, Washington, D.C., Lincoln University, Youth Organization of Traffic Safety in Washington, D.C.; Rhonda E. Corey, 22, Marshfield Hills, Mass., Boston University, Governor's Highway Safety Bureau;

-more-

\*Jo Ellen Diers, 20, Minnetonka, Minn., Bemidji State College, Minnesota Youth Safety Council; Bryan L. Donner, 17, Phoenix, Ariz., Camelback High School, Traffic Representatives of Arizona's Governor Youth Council (TRAGYC); \*Dennis Hake, 19, Wenatchee, Wash., Pacific Lutheran University, Washington State Youths Advisory Committee; Ann Hutton, 20, Norfolk, Neb., Northeast Technical Community College, National Student Safety Program and NSSP Conference; Dave Kalina, 20, Ludington, Mich., Michigan State University, Students of Michigan Attaining Safer Highways (SMASH); Jeff Kelley, 17, Monticello, Ky., Wayne County High School, Youth Traffic Safety Committee;

\*Earl E. Price, 22, Marianna, Fla., Florida's Youth Advisory Committee for Highway Safety, Florida Farm Bureau Safety Department; \*Robert A. Raich, 19, Pueblo, Colo., Harvard University, Colorado Youth Traffic Safety Council, Pueblo Accident Prevention Council; Lisa Ramsey, 18, Salt Lake City, Utah, University of Utah, Utah Teenage Traffic Safety Committee. Jamie Sexton, 18, Latrobe, Pa., Indiana University of Pennsylvania, Youth Traffic Safety Club; \*Melinda Shockey, 18, Chickasha, Okla., Oklahoma State University, Grady County 4-H Safety Council.

\* Members reappointed to the Youth Highway Safety Advisory Committee.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY  
August 30, 1976

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

Secretary of Transportation William T. Coleman, Jr., will hear arguments on the proposal to construct Interstate Highway 66 as a four lane highway between the Capital Beltway (I-495) and Rosslyn, Va., at a public hearing on Saturday, October 2, 1976.

The application now before the Secretary, submitted by the Virginia Department of Highways and Transportation and the Federal Highway Administration, is a revision of a previous proposal to build a six-lane highway in the same corridor. The original proposal was rejected by Secretary Coleman in a decision released on August 1, 1975.

"In light of the considerable interest and controversy which has surrounded the issue of construction of I-66 and the fact that I personally conducted a public hearing on the matter when it was previously presented to me and issued a decision on it," Secretary Coleman said, "I shall now conduct a public hearing on the new proposal."

When issuing his adverse decision on the original I-66 proposal, Secretary Coleman said:

"This decision is without prejudice to any further consideration on the part of the VDHT of the need for a non-Interstate commuter highway in the I-66 corridor if, after consultation with appropriate metropolitan authorities, the state finds it in the best interest of the metropolitan area to build a highway in the corridor, and if the proposal meets all the appropriate legal tests."

The October 2 hearing on the revised I-66 proposal will be held at the Departmental Auditorium, Constitution Avenue between 12th and 14th Streets, N.W., in Washington.

- more -

Elected public officials and representatives of civic groups will be allotted a maximum of ten minutes for each presentation. Presentations of public officials on both sides of the argument will be heard during the 9:30 a.m. to 11:30 a.m. morning session. Representatives of civic groups will be heard from 1:00 p.m. to 3:00 p.m.

Persons wishing to participate at the hearing should send notification by writing to: Secretary of Transportation (I-66 Hearing), 400 Seventh Street, S.W., Washington, D.C. 20590. Notification should be received no later than September 15 and should contain the following information:

1. Name.
2. Address.
3. Phone number during normal working hours.
4. Capacity in which presentation will be made (i.e., public official or civic, public interest, or industry group representative, with name of group represented).
5. Position - pro or con.
6. Time (maximum 10 minutes) desired for presentation.

Written presentations by any interested persons, including those who may not have sufficient time to express their full views at the hearing, may be presented directly to the Secretary in envelopes marked "I-66 Presentation."

The I-66 proposal now before the Secretary is titled "Proposed Four Lane Multi-Modal Concept, Final Supplemental Environmental/Section 4 (f) Statement". A limited number of copies are available from:

Office of Public Affairs (S-80)  
U.S. Department of Transportation  
Washington, D.C. 20590  
Telephone: 202-426-4321

Copies of the statement will also be available for review at the following locations:

Arlington County Public Library:  
Central Library and Shirlington,  
Westover and Cherrydale Branches

Fairfax County Public Library  
Main Library, Virginia Room,  
and Thomas Jefferson Branch Library

Department of Transportation  
Visitor Information Center (Room PL 413)  
400 Seventh Street, S.W.  
Washington, D.C.  
(8:30 a.m. to 5:00 p.m.)



Federal Highway Administration  
1000 North Glebe Road  
Arlington, Virginia  
(7:45 a.m. to 4:15 p.m.)

Fairbanks Highway Research Station  
6300 Georgetown Pike  
McLean, Virginia  
(7:45 a.m. to 4:15 p.m.)

Federal Aviation Administration  
900 S. Washington Street (Room 200)  
Falls Church, Virginia  
(8:00 a.m. to 4:30 p.m.)

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
August 31, 1976

DOT 52-76  
Phone: (202) 426-4321

A workshop on preparation of research proposals will be conducted in Atlanta by the U.S. Department of Transportation for representatives of minority colleges and universities.

Staff members of DOT's Office of University Research will discuss the department's program of university research and, through formal presentations and workshop exercises, will instruct the participants in preparing proposals for research projects. The free workshop will be held September 30 and October 1 at the Sheraton-Biltmore Hotel, Atlanta.

DOT has invited 400 representatives from about 110 minority colleges and universities throughout the nation. These persons are actively involved in preparing proposals and conducting research. However, limited space will restrict attendance to the first 200 persons who respond to the invitation.

Discussions will concentrate on examples of successful research proposals from DOT's program of university research. One workshop will deal with developing and writing proposals and a second with the way in which proposals are reviewed by the Office of University Research.

Representatives of the research office and the university research program of DOT's Urban Mass Transportation Administration will discuss the specific areas in which they are soliciting proposals for fiscal year 1977.

At the opening session, Dr. Robert L. Maxwell, project director for automobile assessment in the Congressional Office of Technology Assessment, will give the keynote address. Carmen E. Turner, acting director of DOT's Departmental Office of Civil Rights, will read a welcoming statement from Secretary of Transportation William T. Coleman, Jr., and welcome the participants.



The luncheon speakers will be Thomas Moreland, Georgia State Commissioner of Transportation, and Glen L. Jermstad, DOT Secretarial Representative for Region IV with headquarters in Atlanta.

The workshop is a continuation of a previous conference held in April at DOT Headquarters in Washington, D.C., sponsored by the Office of University Research, on research and training opportunities for minority colleges and universities. At that meeting many participants asked for a workshop on proposal preparation.

Future proposal-writing workshops may be held on a regional basis after results from the initial workshop are evaluated.

More information on the workshop in Atlanta is available from Wilbur Williams, program manager, Office of University Research (TST-60), U.S. Department of Transportation, 400 Seventh St., S.W., Washington, D.C. 20590. Phone: (202) 426-0190.

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For further information:

Howard C. Coan  
202/426-4321

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