



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
January 4, 1977

DOT 02-77  
Phone: (202) 426-4321

### SECRETARY COLEMAN APPROVES WESTWAY HIGHWAY

Secretary of Transportation William T. Coleman, Jr., today announced his approval of the proposal to construct the Westway Highway in New York City as a part of the federal-aid Interstate Highway System.

In addition to approval of the Westway project, the Secretary also announced that the department's Urban Mass Transportation Administration will make available an additional \$78.5 million in mass transit operating assistance funds to metropolitan New York.

This is the largest single grant ever made to a community for operating assistance.

The Secretary's approval of the environmental, legal and policy considerations in respect to the Westway project enables the New York State Department of Transportation to begin engineering planning of the proposed 4-mile interstate segment from the Battery to 42nd Street.

Estimated to cost \$1.2 billion, of which the federal government will provide 90 percent, the new 6-lane highway will replace the now closed West Side Highway. One lane in each direction will be reserved for high-occupancy vehicle use during peak hours.

Between 42nd Street and 30th Street the new interstate highway will follow the existing West Side Highway alignment. South of 30th Street, the highway will be built on land fill extending to the present pierhead line at the Hudson River.

As planned, the new highway will create 93 acres of new parkland and 110 acres of land for residential, commercial and industrial development.

Secretary Coleman described the Westway project as a sound transportation facility, vital to the strength and future of downtown Manhattan.

"There has been no other highway project in this country which has involved such extensive community participation and sensitive planning to assure acceptable design features," the Secretary said. "As a result," he said, "the highway will be not only sound from an environmental standpoint, but it will actually contribute to the aesthetic, recreational and economic viability of this urban area by creating new parkland and recreational areas on the waterfront, pedestrian malls and bikeways, and new land for housing and commercial development."

Secretary Coleman said he is responsible for assuring that the development of transportation facilities is compatible with other urban objectives. "Given the access that Westway will provide," he said, "I find it is entirely consistent and supportive of New York City's strong desire to revitalize the city."

Secretary Coleman said the Business/Labor Working Group, headed by David Rockefeller, Chairman of The Chase Manhattan Bank, and Harry Van Arsdale, President of Central Labor Council, AFL-CIO, had made the following commitments:

- 1) Secure, subject to obtaining the appropriate financing under reasonable terms and conditions, more than \$7.378 billion of new private investment in facilities basic to the City.
- 2) Assure that any highway construction will be carried out in a way that provides apprenticeship opportunities, skilled training and jobs for minorities, including Blacks, Hispanics and others, as well as unemployed youth. In addition, we will assist the State in implementing their efforts to provide opportunities for minority-owned enterprises.
- 3) Complete the project without strikes or other types of work stoppages.
- 4) Support in every way possible the commitments set forth by the Governor of the State of New York and the Mayor of the City of New York.

In regard to minority participation, Secretary Coleman, said he has been informed by Governor Hugh L. Carey that a minority owned business with experience in similar programs will be engaged to coordinate the efforts to bring about fair and equal opportunity for both minority employment and use of minority owned businesses on the construction of Westway.



Robert Georgine, President of the Building Trades Council, AFL-CIO has also made a commitment to the Secretary with respect to minority employment and contracting opportunities and no strikes or other work stoppages.

Secretary Coleman said he has also received the full support of New York Mayor Abraham D. Beame for the construction of Westway and the related economic development.

Secretary Coleman said he had considered opposing arguments before deciding to approve the Westway project.

In regard to the argument that the air and water quality impacts of the project will be adverse, the Secretary acknowledged that no major urban highway can be built without some adverse environmental impacts. "But," he said, "in this case I believe the environmental impact statement demonstrates that the extensive efforts undertaken to design an urban interstate have, in fact, resulted in a project which will not only be compatible with environmental goals, but is indeed better than the alternatives by several orders of magnitude."

To those who question the benefit to New York, because so few workers commute by car, Secretary Coleman said, "My answer to this issue is that all of the residents of the city will benefit because the highway will provide greatly improved mobility, which is essential to deliveries and the operation of transit vehicles. This mobility is essential to the economic vitality of this area," Secretary Coleman said.

The Secretary said that perhaps the most vocal opponents of Westway are those who are interested in the possibility of transferring the interstate funds earmarked for Westway to mass transit investments.

Stating his generally strong support for the provisions of the Highway Act that permit such a transfer, Secretary Coleman pointed out the decision to withdraw an interstate segment and transfer the funds to mass transit rests with the governor of each state. "In this case," the Secretary said, "the Governor of the State of New York has consistently elected to use the state highway funds for Westway. Given the excellence of this proposal, I concur in the wisdom of this particular decision."



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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
January 4, 1976

DOT 03-77  
Phone: (202) 426-4321

### COLEMAN ISSUES CONGRATULATIONS ON NEW AVIATION SAFETY RECORD

Secretary of Transportation William T. Coleman, Jr., congratulated the nation's airlines, their pilots and the Federal Aviation Administration for establishing an aviation safety record in 1976.

In terms of the number of passengers carried -- a recordbreaking total of about 220 million -- it was the safest year in aviation's 50-year history, Secretary Coleman said.

Forty-five persons died last year in accidents involving U.S. commercial airliners, the lowest total in more than 20 years. In 1975, 124 persons were killed in U.S. airline crashes and in 1974 there were 464 fatalities.

Of the 45 persons killed in 1976, 38 died in a crash April 27 at Harry S. Truman International Airport on St. Thomas in the Virgin Islands. Secretary Coleman said he had approved on September 30 an expenditure of more than \$50 million to lengthen the airport's runway, remove a hill beyond the runway and for other airport improvements. Of the funds, \$37 million will be an FAA grant and the remainder will come from the Virgin Islands.

Secretary Coleman also praised the general aviation (non-airline) industry for an improved safety record in 1976. The number of persons killed in business and private flying accidents was 1,188, a decline from the total of 1,280 in 1975.

- more -



The reduction occurred even though in the past 10 years the number of persons who use general aviation has increased 50 percent, Secretary Coleman said.

The improvements in commercial and general aviation safety have occurred within tight federal budget restrictions, the Secretary noted. Despite restraints on federal spending, President Ford's fiscal year 1976 budget did not stint on funds to increase the number of air traffic controllers and make other air safety improvements.

The safety record set last year by the aviation community vindicates President Ford's increased expenditure in this area, Secretary Coleman said.

Secretary Coleman met with President Ford yesterday morning and the President praised FAA Administrator John L. McLucas, the FAA and the aviation industry for this outstanding safety record.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT R-01-77  
Phone: (202) 426-4321

### DOT SUMMER JOBS

Several hundred summer jobs for high school graduates, college students and faculty are available from \$5,000 to nearly \$15,000 per year for those who qualify under the Department of Transportation's 1977 summer employment program, it was announced today.

High school graduates and under-graduate college students may apply for grades GS-1 through GS-4 clerical and technical positions paying from \$5,818 to \$8,316 annually. To be eligible, applicants are required to qualify on the U.S. Civil Service Commission's Summer Employment Examination. Due to the January 13 deadline, interested students should contact their nearest Civil Service Commission office immediately for details.

DOT's summer job program also offers employment opportunities for college graduates with one or more degrees. The GS-5 (\$9,303 per year and above) professional positions are open to college students, graduate students and persons planning to attend graduate school, or those who possess the equivalent in experience related to the duties of the positions for which applying. High school and college faculty members are also eligible for the summer employment program.

Learning just how a complex cabinet department works from the professional, technical and administrative levels and getting job experience are some of the rewards to those who qualify for the professional positions. Those interested in GS-5 positions and above must apply before February 15, 1977. Degree applicants should have one of the following academic majors: economics, political science, urban planning, engineering, business administration, law (2 years completed), computer science, public administration, mathematics and transportation.

Last year about 175 positions in the Washington, D.C. area and approximately an equal number in the combined 10 DOT regional areas of the nation were filled under the summer program. Depending upon budget allocations, a similar number of professional and clerical positions is expected to be available this year. Each DOT region has its own federal summer program and budget under the Civil Service Commission. The summer program period starts

in mid-May and extends to the latter part of September.

Degree applicants and faculty members may secure further information and applications by writing to: United States Department of Transportation, Central Employment Information Office, Room 2223, TAD-18, 400 7th Street, S.W., Washington, D.C., 20590.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
January 5, 1977

DOT 04-77  
(202) 426-4321

SECRETARY COLEMAN APPROVES  
FEDERAL-AID FOR INTERSTATE-66

U.S. Secretary of Transportation William T. Coleman, Jr., today approved federal-aid for construction of I-66 from the Beltway to the District of Columbia as part of the Interstate Highway System, but with specific conditions and restrictions.

"After careful consideration of the record on the long history of the I-66 issue, I have concluded that the Virginia Department of Highways and Transportation (VDHT) proposal would best balance the Northern Virginia and the Washington area transportation needs with environmental and related considerations," Secretary Coleman said.

"This decision has been particularly difficult because I know how deeply felt is the opposition to this project, how informed and reasoned much of the opposition has been, and how much sincere effort has gone into it. Many will be tempted to believe that their views were not considered. I want to emphasize that the views of the opponents, as well as the proponents, were carefully considered, and I hope that this consideration is reflected, at least in part, in my decision document. But after considering the views of both sides, I can only choose one; and I have made that choice as objectively as I can, based on the record and information before me," the Secretary said.



The Secretary also said that the approval placed a strong moral commitment on the Commonwealth of Virginia, including the Governor, the legislature and the people outside the Beltway to take all reasonable actions to assure the completion of the full Metro system, including the route to Vienna.

As approved, the 9.6-mile segment would be a four-lane limited access highway with the Vienna ("K") line of Metrorail located in the median for 4.2 miles of the total distance; heavy duty truck traffic would be excluded, and during peak hours, traffic in the peak direction would be limited to buses, to automobiles with four or more occupants, to emergency vehicles, and to traffic bound to or from Dulles Airport.

Specifically, under the conditions of the Secretary's approval, Virginia will:

1. Provide right-of-way in the median for Metro without cost, and assist the Metro system through complete construction of the median to the point that rails could be placed by the Washington Metropolitan Area Transit Authority with minimal construction expense, and provide other assistance to Metro construction, all as set forth in the Final Four Lane Supplemental Environmental Impact Statement (EIS).
2. In accordance with Governor Godwin's announced intention, transfer the funds previously allocated to I-266 in Virginia to Metro, under the "interstate transfer" provision of federal statutes.
3. Restrict the use of the highway lanes in the peak direction, during the peak hours, to buses, carpools of four or more persons, emergency vehicles, and vehicles bound to or from Dulles Airport.
4. Exclude heavy duty trucks (two-axled, six-tired, or larger) from the facility at all times.
5. Submit a plan within the next 60 days, for DOT review and acceptance, detailing the enforcement approaches and resources which will be committed to assure compliance with the traffic limitations set forth above, including a plan for identifying automobiles bound to and from Dulles.
6. Not construct any highway lanes in the I-66 right-of-way beyond the four which this decision approves.
7. Include the design elements and other features intended to minimize and compensate for adverse social and environmental impacts of the highway as set forth in the Final Four Lane Supplemental EIS.

8. Provide assurance that all construction will be carried out in a way that provides apprenticeship opportunities, skilled training, and jobs for substantial numbers of minorities and significant opportunities for the participation of minority-owned enterprises.

The Governor of Virginia must file a letter with the Secretary of Transportation within 10 days stating that he accepts these conditions, unless he requests an extension of up to 30 additional days.

Among the factors upon which Secretary Coleman based his decision were the relevant policy and statutory considerations; the proposal advanced by VDHT and the major alternatives; the major transportation, environmental, social, economic and legal considerations involved; and the views of local elected officials, governmental agencies and citizen groups.

#### POLICY AND STATUTORY CONSIDERATIONS

Several key policy and statutory considerations influenced his decision, Secretary Coleman said, including his responsibility to help maintain and improve the nation's transportation system; the federal government's responsibility to cooperate in the development of a balanced system of transportation for the National Capital region; and the department's policy to reduce transportation's adverse impacts on the quality of the human environment, and to protect and enhance that environment where possible.

#### TRANSPORTATION ISSUES

With respect to the key transportation issues, Secretary Coleman said he has concluded that construction of I-66 generally will improve mobility in the I-66 corridor, would result in significant capital savings for Metro, and would encourage increased use of carpools.

#### ENVIRONMENTAL AND SOCIAL ISSUES

"Construction of I-66 would provide a net increase in public park and recreation lands and improve the Arlington County bike trail," Secretary Coleman said, "and probably decrease the net noise levels and improve air quality on local streets and arterials in Fairfax and Arlington Counties."

Any increase in noise levels that might occur in areas adjacent to the right-of-way, the Secretary said, will be well below what they would be without the extensive noise abatement features proposed by VDHT.



## LEGAL ISSUES

Legal issues were not a primary concern in this decision. The Secretary said, "The basic legal issue in this decision involves the enforceability of the several conditions I placed upon my approval." Under present law, once included in a grant agreement, the conditions imposed will bind Virginia indefinitely, unless changed in accordance with the agreement's terms.

## LOCAL VIEWS

"On the basis of my recent public hearing, and all material submitted to me, it is clear that there is both substantial support for and opposition to the application now before me. In view of the division of local views on this matter, this factor does not weigh significantly either for or against approval of the proposal," Secretary Coleman said.

In conclusion, the Secretary said, "The proposal as approved, with conditions, will result in improved mobility; an incentive and a great opportunity for increased carpooling, particularly over the longer run, as a basic tool of urban transportation policy in this metropolitan area; substantial support for the construction of an improved mass transportation facility in this corridor, another basic element of a sound urban transportation policy; and improved access to Dulles Airport. These benefits will be achieved at some costs, but the 'costs' have been reduced considerably and compensating features will be provided by major design improvements which the proposal includes and which are conditions of my approval."

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
JANUARY 12, 1977

Contact: Lloyd D. Schwalb  
Phone: (202) 425-4043  
DOT 06-77

### SECRETARY COLEMAN ANNOUNCES AGREEMENT ON PHILADELPHIA CENTER CITY TUNNEL

U. S. Secretary of Transportation William T. Coleman, Jr. today announced agreement between the Department of Transportation's Urban Mass Transportation Administration and the City of Philadelphia on a grant contract involving a \$240 million Federal commitment to assist in building the Center City Commuter Connection.

The Center City tunnel, which will be 1.8 miles in length, will connect Suburban Station, a new underground Reading Terminal Station in Downtown Philadelphia, and the existing Reading Railroad elevated track. It will serve to interconnect the region's 500-mile commuter rail network and will greatly expand long-range ridership capability of the region's commuter rail system.

The Secretary said a grant of up to \$85 million will be made by UMTA upon the City's formal acceptance of the grant contract and submission of the necessary application materials. Additional UMTA grants will be made in future years as needed under the terms of the Secretary's letter and grant contract.

"This \$240 million commitment is in addition to past UMTA grants to this region of more than \$355 million," the Secretary said. "These funds have been used for rapid transit, commuter rail and bus improvements throughout this region. In addition," he noted, "the Philadelphia region stands to benefit greatly in the future as a result of its decision to trade in the Cobbs Creek Interstate Highway link and, instead, use the funds for mass transit."



"We anticipate future Interstate transfer transit grant approvals to be used for such improvements as new light rail transit vehicles, rapid transit station modernization and needed new maintenance facilities," the Secretary said. "All transit users in this region will truly benefit from these important investments."

In announcing the agreement and the proposed \$85 million Center City Commuter Connection grant Secretary Coleman said: "We are pleased to be able to assist this major public transportation project which will significantly help to improve future mobility for the citizens of greater Philadelphia." The Secretary stressed in addition the "considerable employment and economic development impacts" which the project will have on the central business district of Philadelphia. "This will assure Philadelphia's continued growth and vitality," he said.

The Secretary and UMTA Administrator Robert E. Patricelli said that agreement on the Center City Commuter Connection grant was subject to the following conditions:

1. An additional \$170 million in private commercial and office construction development will be committed in the Market Street East redevelopment area over the next four years. This is in addition to the \$130 million already invested in private construction in reliance on the fact that the Center City Commuter Connection would be built.
  - a. To the greatest extent possible, the new private development will be physically tied to the Commuter Connection through such means as walkways and concourses.
  - b. Through the Philadelphia Mortgage Plan or other appropriate means, the financial community will continue to make residential mortgage financing available in older neighborhoods and throughout the City, since residential viability is critical to the success of an expanded transit system.
2. The Mayor and City Council are committed to finance needed public improvements in the Market Street East area through the use of a tax increment bond issue or other appropriate means which are necessary to permit the additional private development program to be implemented. Such public investment may be needed for land acquisition, demolition, relocation, infra-structure improvements or other capital undertakings in support of the development activity.
3. The Philadelphia Building and Construction Trades Council, AFL-CIO, is committed to full and affirmative compliance with all provisions affecting minority training and hiring in the execution of the project. Specifically, the City and the labor community agree that the transit construction will be carried out in a way that provides significant apprenticeship opportunities, skilled training and jobs for minorities, including Blacks, Hispanics and others, as well as unemployed youth.



4. The City agrees to provide opportunities for minority-owned contractors and subcontractors to participate fully in the construction of the project. Further, the City agrees to engage a minority-owned business which has experience in similar programs to advise on and coordinate efforts with regard to both the utilization of minority-owned contractors and the employment of minorities and unemployed youth in the project.
5. The City, the business community, and the labor unions are committed to use best efforts to complete this project without strikes or other types of work stoppages.
6. The City is committed, on a priority basis, to work with the State and other local governmental units in the Philadelphia area in developing a long-term financing mechanism for meeting the region's continuing transit operating costs. The City will use its best efforts to develop such an agreement within 60 days. Such a long-term solution is critical if the crises which now characterize transit operating financing in the region -- and affect the quality of public transportation service afforded the citizens of the region -- are to be overcome.

In a letter to Mayor Rizzo, Secretary Coleman and Administrator Patricelli noted that agreement on the grant contract had been reached following several meetings among Federal and local public and private interests. "These meetings," the Secretary said, "have focused on the desire of the parties to be assured to the maximum extent possible that the considerable potential social and economic benefits of the Commuter Connection project are realized."

He added: "While important transportation related benefits will flow from this project, much of its justification has always been argued to lie in its employment and economic development impacts. We feel, when Federal investments of this magnitude are involved, that it is desirable at the outset to define as clearly as possible the magnitude of those further benefits and the commitments of all parties to see them realized... ."

In July 1975 UMTA announced approval of a \$25 million capital grant to the City for pre-construction activities on the Center City project. The grant provided funding for property acquisition and relocation, final design engineering and other activity required before actual construction could begin on the tunnel.

Present at the grant contract signing ceremony, in addition to Secretary Coleman and Administrator Robert E. Patricelli, were Mayor Frank L. Rizzo, City Council President George X. Schwartz and other public officials, as well as the city's business, labor and financial leaders.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY  
January 12, 1977

Contact: Diane G. Enos  
Phone: (202) 426-4043  
DOT 07-77

### SECRETARY COLEMAN ANNOUNCES \$55 MILLION GRANT TO CLEVELAND

A capital grant for \$55,108,280 to the Greater Cleveland Regional Transit Authority (RTA) was announced today by Secretary of Transportation William T. Coleman, Jr. The grant will assist in the purchase of 165 new air-conditioned buses, 15 additional buses especially equipped for the use of the elderly and handicapped, 55-60 light rail vehicles, 20 rapid transit cars and other related equipment. In addition, it will allow for engineering and design work for the rehabilitation of the Shaker Heights light rail line which was constructed in the 1930's.

In making the announcement at ceremonies in Washington, Secretary Coleman praised the orderly program of transit improvement which is being undertaken by the RTA and pointed out that today's grant will complement the grant made to Cleveland on December 22 for the construction of a Downtown People Mover (DPM). He stated, "This grant is in addition to the \$31.8 million previously awarded and will supplement the commitment which I made on December 22 to Cleveland for the construction of one of four downtown people movers sponsored by the Urban Mass Transportation Administration. As I mentioned at that time, I was especially pleased with the Cleveland DPM proposal because it will provide a needed downtown circulation link with a regional rapid transit system -- the only one of our four demonstration sites where a people mover and a conventional rapid transit

system will be joined. In effect, these four grants complement each other as we work to build a comprehensive, high quality transit system for Cleveland."

UMTA Administrator Robert E. Patricelli noted that the RTA, since its formation in 1975, has made great progress in providing efficient, safe transit service. Using its region-wide tax base RTA has made many service improvements, and lowered fares resulting in a ridership increase of 25 percent.

Patricelli said, "Cleveland should serve as a model for cities around the country. It is one of the few systems in the U.S. with such a solid financial base. Mayor Perk and the transit community deserve to be commended for their efforts in developing such a tax base." He also noted that the grant is a further step in Cleveland's ongoing transit program.

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For further information contact Mr. Leonard Ronis, General Manager, Greater Cleveland Regional Transit Authority, telephone: (216) 781-5100.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

PRESIDENT FORD SUBMITS  
AVIATION ACT OF 1977 TO CONGRESS

FOR RELEASE THURSDAY 10:00 A.M.  
January 13, 1977

DOT 08-77  
Phone: (202) 426-4321

A new and refined airline regulatory reform bill, designed as a successor to the Administration's proposed Aviation Act of 1975, was sent to Congress today by President Gerald R. Ford.

The new bill, titled the Aviation Act of 1977, would reform regulation of the commercial air transport industry in three key areas: pricing, entry and antitrust exemption, the President said in his message to Congress.

"In each of these areas, the Aviation Act of 1977 provides meaningful reform of the current, archaic regulatory system to allow this naturally competitive industry to reach its full potential," the President said.

"This proposed legislation is an improvement over the Aviation Act of 1975 since it builds upon the experience and information developed during the congressional hearings and incorporates constructive concepts contained in other aviation reform proposals considered last year," President Ford said. "The result is a simpler bill which provides a more appropriate approach to pricing and entry reform than was originally proposed."

The Administration's original regulatory reform bill, the Aviation Act of 1975, was submitted to Congress on October 8, 1975, and was the subject of lengthy and comprehensive hearings the following year.

The Administration bill spawned a number of alternative proposals from sources which included the leadership of both the House and Senate aviation subcommittees and from the Civil Aeronautics Board itself. CAB Chairman John S. Robson, testifying on behalf of an unanimous board before the Senate aviation subcommittee last year, urged that the economic regulation of commercial airlines be relaxed

to permit greater reliance on competitive market pressures. Such reliance, he said, should be "successful and ultimately beneficial to the traveling public."

The President said the clear conclusion resulting from last year's hearings is that the existing regulatory system "is costly to the consumer and is sapping the financial health of the industry."

"Reform of airline economic regulation is needed as soon as possible," he said, "and it must be thorough and substantial - even beyond my original proposal."

The new bill would allow greater flexibility for airlines in setting fares, would permit new carriers to enter the industry and existing carriers to enter new markets or leave unprofitable markets.

The bill also is designed to speed up CAB consideration of route and fare applications by setting deadlines for the board's action, and limits the board's authority to grant antitrust immunity for agreements between competing airlines.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

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FOR RELEASE THURSDAY  
January 13, 1977

DOT LIMITS ORDERS  
ON BRIDGE TOLLS

DOT 09-77  
Phone: (202) 426-4321

The U.S. Department of Transportation today ruled that orders establishing a bridge's toll will be limited to a maximum of three years.

Previously, any DOT order setting a bridge toll remained in effect until it was modified by the Federal Highway Administration (FHWA), the element within DOT which controls bridge tolls.

"The action we have taken today is another step in the departmentwide effort to modernize our regulations to meet real-world conditions and afford the flexibility needed to solve local problems at the local level," Secretary of Transportation William T. Coleman, Jr., said.

Federal law requires DOT to ensure that bridge tolls are reasonable. When FHWA finds that a toll is too high, it issues an order setting a more reasonable toll.

The regulation which goes into effect today said the orders will remain in force only two to three years after they are issued. The exact length will depend on the individual case.

DOT said the change will permit bridge owners greater flexibility in meeting new economic conditions.

When a bridge owner who has been subject to an FHWA order seeks a rate increase before the end of the two- to three-year period, the new rules permit the FHWA Administrator to block the increase pending hearings. The Administrator must listen to complaints at a public hearing before he decides whether to suspend a proposed rate hike.

- more -

The new rules, which were published today in the Federal Register, place time limits on several parts of the regulatory process. The deadlines will help DOT to make decisions in bridge toll cases as quickly as possible, DOT said.

# # #

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

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WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
January 13, 1977

DOT 10-77  
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today announced a one-year demonstration program of financial assistance to participants in certain administrative proceedings of the National Highway Traffic Safety Administration (NHTSA).

At the same time, the Secretary invited public comment on whether financial assistance to participants in administrative proceedings, under appropriate circumstances, should be established on a department-wide and permanent basis.

"It has sometimes been difficult for consumers and other substantial groups of citizens that are either widely dispersed or poorly financed to bear the cost of participating in federal regulatory proceedings," Secretary Coleman said.

"By contrast," he said, "the amply financed and better organized business groups, frequently representative of the regulated industry, have participated vigorously. There is a risk that because of this financial and organizational imbalance the views of those who are not financially able to participate in regulatory proceedings may have a disproportionate influence on government decision-making.

"I hope that by removing some of the financial barriers to effective participation, under appropriate circumstances, this imbalance may be reduced or eliminated," the Secretary said.

In general, funds will be available to assist participants in rulemakings and hearings held by NHTSA under the National Traffic and Motor Vehicle Safety Act, Motor Vehicle Information and Cost Savings Act and the Highway Safety Act.

Prior rulings of the Comptroller General held that NHTSA may lawfully use appropriated funds for this purpose.

In a regulation scheduled to be printed in the Federal Register on January 13, a three-member evaluation board is established to make funding determinations on petitions of those groups requesting assistance to participate in NHTSA administrative proceedings. The board consists of the Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs; the Associate Administrator for Planning and Evaluation; and the NHTSA Chief Counsel.

Before granting financial assistance, the evaluation board must find that:

1. Representation of the applicant's interest contributes or can be reasonably expected to contribute substantially to a full and fair determination of the issue involved.

2. Participation by the applicant is reasonably necessary to represent that interest adequately.

3. The applicant can competently represent the interest it espouses.

4. Absent funding pursuant to the regulation, the applicant does not have available to it sufficient resources to participate effectively.

Under the regulation, reimbursement will be limited to reasonable out-of-pocket costs of participation such as attorneys' fees, expert witness fees, and clerical and travel expenses and will be paid at market rates for the kind and quality of service provided.

The full text of the regulation will appear in the January 13, 1977, edition of the Federal Register.

In an advanced notice of proposed rulemaking, printed as a part of the same notice, DOT asked for comments on whether a procedure for financial assistance under appropriate circumstances to participants in all administrative proceedings of the department should be provided, and, if so, its scope, criteria and procedures which should govern.

All comments received before the close of business on April 20, 1977, will be considered, and will be available for public inspection or copying from 9 a.m. to 5:30 p.m., Monday through Friday, except federal holidays, in Room 10100, DOT Headquarters, 400 Seventh Street, S.W., Washington, D.C. 20590.

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## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
January 14, 1977

DOT 11-77  
Phone: (202) 426-4321

### DOT REPORTS ON MAJOR TRENDS AND CHOICES IN U.S. TRANSPORTATION IN NEXT 25 YEARS

A comprehensive report on the trends in America's transportation system and the major choices to be made during the next 25 years was issued today by the U.S. Department of Transportation.

In releasing the more than 400-page document, Secretary of Transportation William T. Coleman, Jr., said he hoped it would initiate public discussion and decision-making about what direction transportation in the nation should go to meet national goals and needs.

"In our day-to-day activities, both in the public and private sectors, we tend to deal with transportation on a piecemeal basis. This is understandable, but not sufficient for a nation that is challenged by a changing world and concerned for the future well-being of all of its citizens," Secretary Coleman said.

"I hope through this document to raise the transportation questions of the future to the level of conscious explicit public discussion now, with full recognition of the consequences of particular choices."

Secretary Coleman cautioned readers of the report about two considerations upon which transportation planning and policymaking are dependent and which largely are outside the control of the transportation sector. These considerations are the availability of liquid fuels and the changes in settlement patterns of the U.S. population. For the purposes of the report, the Department adopted the national energy, economic and population forecasts prepared by the responsible government agencies.

- more -

"Two objectives have been attempted in this document. First, we have tried to outline the trends we see developing in America's transportation. And, second, we have tried to identify the public choices that will arise as a result of those trends. Only by knowing the trends and the public decisions that will be necessary can we, as a nation, make the proper choices to direct America's vast transportation network toward desired national goals."

The document addresses domestic and U.S. originated international transportation from the present to the year 2000. It emphasizes three primary transportation objectives:

- Assure adequate transportation for our future economy. Continued national economic growth will lead to new higher levels of income and new levels of commercial activity. Both will generate increased needs for transporting people and goods.

- Reduce the real costs of transportation. This can be accomplished by increasing productivity through better resource management and the application of technology, by eliminating market distortions through constructive regulatory change, by phasing out subsidies that are no longer justified, and by reducing harmful side effects.

- Respond to changing population patterns. In metropolitan areas, population changes are leading to a decline in overall densities and expansion of local travel patterns. Population is growing in the southwestern "Sun Belt" region and in the small towns and cities from rural counties.

The 18-chapter report is divided into major sections covering the automobile, interstate transportation, state and local transportation, U.S.-international transportation and the future beyond the present planning efforts.

Subjects given specific in-depth treatment include such diverse transportation topics as the automobile's future in America; waterway user charges; different methods of transporting goods using single and multimodal techniques; international marine and aviation transportation developments; relationships between the federal government and state and local governments; and alternative transportation contingencies.

"This document has its limitations, some recognized and others no doubt overlooked. However, it is my considered judgement that the valuable data developed and gathered here for the first time in one place should be made available to allow the necessary public discussion to begin, if we are ever to have a rational, integrated national transportation system, which meets our nation's goals and needs," the Secretary said.





# DEPARTMENT OF TRANSPORTATION

TAD-493  
**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
January 14, 1977

DOT 12-77  
Phone: (202) 426-4321

DOT ESTABLISHES TASK FORCE  
TO STUDY WAYS TO ENCOURAGE  
GOOD DESIGN, ART IN TRANSIT SYSTEMS

A special task force to study ways to encourage the use of art, good design and architecture in the development of federally funded transportation projects was appointed today by U.S. Secretary of Transportation William T. Coleman, Jr.

"A substantial portion of the capital construction funds spent in the U.S. go for building transportation systems. There is no reason that these systems cannot incorporate art and reflect the best in American architecture when they are designed and constructed," Secretary Coleman said.

"The goal of this special task force will be to explore ways to encourage good design and art when building transportation systems and to report its findings to the Secretary of Transportation within six months."

The Secretary also announced a grant to the Smithsonian Institution's Cooper-Hewitt Museum of Decorative Arts and Design of New York City for an exhibit, entitled "The Subway," for display in and around transit stations in New York.

The exhibit, which will be designed and produced by the Cooper-Hewitt Museum, will be funded under a \$25,025 Urban Mass Transportation Administration (UMTA) grant and a matching \$25,000 grant from the National Endowment for the Arts.

-more-

In developing its report, the task force will consider the following:

- 1) The creation of a National Advisory Board on Design, Art and Architecture in Transportation.
- 2) The understanding that the cost of incorporating aesthetic design and art work may be eligible for Department of Transportation assistance at a certain level of funding based on a formula of a project's total budget. This assistance will apply to transportation systems which will be refurbished and modernized, and for new construction.
- 3) The establishment of an annual awards program to give recognition to outstanding examples of achievement in design, art and architecture in transportation systems.
- 4) The promulgation of regulations regarding procedures which the Department of Transportation grantees should follow to assure that design, art and architecture factors in transportation systems are given due consideration.
- 5) Grants be made available to communities for aesthetic environmental enhancement of transportation systems on a one-to-one matching basis, where federal dollars are matched by funds from individuals, neighborhood organizations, or businesses.

The Department will publish in the Federal Register a proposed policy on the use of design, art and architecture in transportation systems. The task force will consider the comments received as a result of the Federal Register notice when developing its report.

Persons seeking further information on the exhibit should contact Dorothy Globus, Cooper-Hewitt Museum of Decorative Arts and Design; telephone (212) 860-2011.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE FRIDAY  
January 14, 1977

DOT 13-77  
Phone: (202) 426-4321

DOT AUTHORIZES NAMING OF I-85  
FOR DR. KING IN MONTGOMERY, ALA.

The U.S. Department of Transportation has approved the naming of a 6.8-mile section of interstate highway in Montgomery, Ala. in honor of the late Rev. Dr. Martin Luther King, Jr., Secretary of Transportation William T. Coleman, Jr., announced today.

The designated section of Interstate Highway 85, which was opened to traffic in January 1971, extends from the Montgomery city limits to its intersection with Interstate Highway 65 in downtown Montgomery.

DOT has authorized the Alabama State Highway Department to erect signs saying, "The Martin Luther King, Jr. Expressway." It is the only time DOT, including its Federal Highway Administration, has ever authorized the placing of signs other than route numbers or road information on an interstate highway. In this case DOT was exercising its powers to grant an exception, Secretary Coleman said.

The Secretary's authorization responds to a resolution of the Alabama Legislature that I-85 in Montgomery be named for Dr. King and a request from U. S. Rep. Parren Mitchell (Md.) asking him to approve the recommendation.

- more -

The Secretary said he had called Mrs. Coretta Scott King to inform her about his intention to name the highway for her late husband.

In a letter to Ray D. Bass, director of the Alabama Highway Department, signed by Secretary Coleman and Federal Highway Administrator Norbert T. Tiemann, Secretary Coleman said, "We make this exception only because of the special nature of Dr. King's position in American history since he contributed such leadership to gain equality for all Americans."

# # #

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





THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

January 13, 1977

Mr. Ray D. Bass  
Highway Director  
State of Alabama Highway Department  
Montgomery, Alabama 36104

Dear Mr. Bass:

We herewith authorize you to designate that portion of I-85 extending from the Montgomery City Limits to its intersection with I-65 as "The Martin Luther King, Jr. Expressway." You are also authorized to place signs on such highway which contain only the word legend "The Martin Luther King, Jr. Expressway."

This is the first and only time when the Department of Transportation, including the Federal Highway Administration, has ever authorized the placing of signs on an interstate highway. We are in this case exercising our power to grant an exception as permitted under Title 23 CFR 625.4(b), but such authorization is significantly limited as set forth above. We make this exception only because of the special nature of Dr. King's position in American history since he contributed such leadership to gain equality for all Americans. Also his outstanding efforts won international recognition including the winning of the Nobel Peace Prize.

In addition, the highway involved because of its nearness to the highway used in the historic Selma to Montgomery march, bears close significance to one of the most memorable and important events in American history. Thus, we feel that the wish of the people of Dr. King's home state, as reflected in Alabama House Resolution 263, to honor him is justified and deserving of the exception.

Sincerely,

*William T. Coleman, Jr.*  
William T. Coleman, Jr.  
Secretary of Transportation

*Norbert T. Tiemann*  
Norbert T. Tiemann  
Federal Highway Administrator

CERTIFIED TRUE COPY



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
January 14, 1977

DOT 14-77  
Phone: (202) 426-4321

### DOT REVISES AND STRENGTHENS CODE OF ETHICS FOR EMPLOYEES

Secretary of Transportation William T. Coleman, Jr., announced today that a strengthened code of ethics for Department of Transportation employees became effective today with publication in the Federal Register of the Department's Employee Responsibilities and Conduct Regulations.

"Our goal here," Secretary Coleman said, "has been to assure that the officers and employees of this department understand the danger to public confidence in government presented by even the appearance of a conflict of interest and to provide for complete disclosure of information which, if not disclosed, might prove troublesome to either the employee or the general public.

"Every potential or actual conflict of interest situation increases the risk that the public's confidence in government decisionmaking will be undermined," he said, "and without public support the task of maintaining orderly and efficient public programs is made vastly more difficult, if not impossible.

"This revised code of ethics represents not only the philosophy of the Ford Administration and me personally, but it is also quite responsive to the President-elect's statements of what he expects to be the standard for members of his Administration. As my successor takes office, he will have an opportunity to work with these new regulations and, should it be necessary, make further revisions. In our new regulations, our advice to Departmental employees is this: 'Make full and complete disclosure of all relevant factors on a timely basis,' the Secretary said.

- more -



"This regulation is designed to protect both the employee and the Department from either actual, or the appearance of, conflict of interests."

The regulation have been in development for more than a year, but were only recently approved by the Civil Service Commission. They replace those originally adopted in 1968, which were badly out of date. Among key new provisions are:

- An increase in the number of employees required to file annual reports of financial interests as well as clearer identification of what transactions are to be reported, divested or disclosed.
- A prohibition on participation in inaugural flights and similar events for which the industry normally pays.
- Discussion of the limited circumstances under which an employee may accept a so-called "business luncheon".
- Setting of guidelines and regulations for who can accept honoraria or payment for appearances, and a requirement that those who do make full disclosure.

The regulations, as published in the Federal Register, will constitute a new Part 99 of Title 49 of the Code of Federal Regulations.

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE TUESDAY  
January 18, 1977

DOT 15-77  
Phone: (202) 426-4043

SECRETARY COLEMAN ANNOUNCES  
\$300 MILLION RESERVATION OF  
FUNDS FOR THE BOSTON AREA

U.S. Secretary of Transportation William T. Coleman Jr. today announced that DOT's Urban Mass Transportation Administration (UMTA) was reserving \$300 million in fiscal years 1977 and 1978 for the Massachusetts Bay Transportation Authority (MBTA) for the proposed Red Line and Orange Line rapid rail extensions in the Boston area.

In announcing today's decision, the Secretary noted "that a relocated Orange Line within the Southwest Corridor and a Red Line Extension beyond Harvard Square had been planned for many years." He said that the advancement of such projects would significantly improve public transportation within eastern Massachusetts and he specifically commended the "initiative, foresight and leadership of public officials in Massachusetts in withdrawing highways and committing to a major transit improvement program."

In addition to the \$300 million reserved today UMTA grants totalling \$640.6 million have been previously approved for the Boston area. Of this amount, the Secretary noted that approximately \$230 million has been approved during the last two years.



In a letter to Massachusetts Secretary of Transportation and Construction Frederick P. Salvucci and MBTA Chairman Robert R. Kiley, Robert E. Patricelli, UMTA Administrator, indicated that \$300 million would be set aside from the Boston area's available Interstate transfer fund account to support engineering and construction activities needed to advance the Orange and Red Line Extension projects over the next 20-month period. The Administrator stated "This is more money than we have ever committed in the first two years of any transit construction project, and should be more than adequate to meet your needs."

Patricelli's letter indicates that a specific project approval and a firm dollar commitment for either project cannot be made until all statutory and administrative requirements of the Urban Mass Transportation Act are met, the Environmental Impact Process is completed, and engineering is sufficiently advanced to allow preparation of detailed cost figures. Further, UMTA's willingness to make specific dollar commitments to these projects will be conditioned on obtaining assurances from the State and the MBTA with regard to certain matters which have been addressed in several recent major Departmental grants, including:

- commitments to supportive public and private investments in the project areas which will help to ensure that the economic development benefits of the projects are being realized;

- commitments from the grantee and from labor unions that significant apprenticeship, job training and employment opportunities will be created for minorities and for unemployed youth in transit construction.
- commitments that full and equal opportunities will be provided to minority owned firms, to participate in execution of the projects;
- commitments from the State and MBTA that a minority-owned consulting firm will be retained to advise on and help carry out the above conditions regarding minority employment and minority business enterprise; and
- commitments from building contractors and labor unions to complete these projects without strikes or work stoppages.

A copy of the UMTA letter is attached.

###

A local source for information on today's announcement is Mr. Robert Kiley, Chairman of the Massachusetts Bay Transportation Authority, 45 High Street, Boston, Massachusetts 02110, (617) 722-5000.





DEPARTMENT OF TRANSPORTATION  
URBAN MASS TRANSPORTATION ADMINISTRATION  
WASHINGTON, D.C. 20590

THE ADMINISTRATOR

Mr. Frederick P. Salvucci  
Secretary  
Executive Office of Transportation  
and Construction  
One Ashburton Place  
Boston, Massachusetts 02108

January 18, 1977

Mr. Robert R. Kiley  
Chairman  
Massachusetts Bay Transportation  
Authority  
45 High Street  
Boston, Massachusetts 02110

Dear Messrs. Salvucci and Kiley:

I am writing to inform you of the status of the Urban Mass Transportation Administration's (UMTA) review of your applications to relocate the Orange Line in the Southwest Corridor and to extend the Red Line through Cambridge to Arlington.

We have been working closely with you for a number of years in the examination of transportation options in each of these corridors. Of particular significance was UMTA's support of the Boston Transportation Planning Review which was carried out in the early 1970's. This study culminated in a decision by the Commonwealth of Massachusetts to withdraw several Interstate highway segments in favor of a major program of public transportation improvement and expansion within eastern Massachusetts. As Secretary Coleman and I have indicated on several occasions, we believe that the initiative, foresight and leadership of public officials in Massachusetts in withdrawing highways and committing to a major transit improvement program is of national significance and truly deserves commendation.

Following a meeting in Senator Brooke's office several months ago, UMTA officials met with you to draw up a schedule for the prompt submission and review of applications for both the Orange Line project in the Southwest Corridor and the Red Line extension to Arlington. While there have been some delays in meeting the

agreed-upon schedules, caused primarily by the need to modify proposals as a result of comments made at public hearings, we believe that good progress has been made in moving these projects ahead. Specifically, the draft EIS for the Southwest Corridor project will be in circulation soon.

You have asked for an indication of UMTA's position regarding the funding of each of these projects. As you know, no formal commitment to these or any other projects can be made until all statutory and environmental requirements are met. However, we can certainly appreciate your need to receive an indication of our position so that you can make necessary funding decisions at the State level regarding the commitment of matching funds for possible Federal grants. Accordingly, I am prepared to indicate UMTA's support for these two projects, subject to your meeting all statutory and environmental conditions and given the following opportunity with regard to project financing.

With respect to financing, the effect of the 1976 Amendments to the Federal-Aid Highway Act was to increase to approximately \$1 billion from less than \$600 million, the amount available for transit capital purposes in Boston's Interstate transfer account. Further, under these amendments, even the \$1 billion will continue to escalate at a rate consistent with increases in national Interstate construction costs until specific substitute transit grants are approved. Given this very large funding resource which is available solely to the Boston area, UMTA is able to consider your projects outside of the normal intercity competition for funds which must prevail in the allocation of our Section 3 discretionary capital grants. It is on this basis that I can now indicate UMTA's intention to progress these projects.

Of course, we are not in a position at this time to commit the Federal Government to a specific dollar level for either project, given the fact that engineering is still at a relatively preliminary stage. However, we understand that current estimates for the Southwest Corridor are in the magnitude of \$380 million in Federal funds while the current estimate for the Red Line project is in the magnitude of \$308 million. We are sure that you share our desire not to formally establish specific dollar ceilings in advance of more definitive engineering.

In addition to indicating our general support for these projects, we are reserving initial funding for them. UMTA has set aside \$100 million in Interstate transfer funds in its fiscal year 1977 budget for use exclusively in the Boston area. Further, subject to Congressional approval, UMTA's fiscal year 1978 budget proposes an additional level of Interstate transfer funding for Boston of \$200 million.



Assuming satisfaction of remaining requirements and positive Congressional action, therefore, up to \$300 million will be available to you over the next 20 months to commence engineering and construction on the Orange Line and the Red Line projects. This is more money than we have ever committed in the first two years of any transit construction project, and should be more than adequate to meet your needs.

We understand your concern that the Boston area receive a fair and equitable share of UMTA Section 3 discretionary funds, and that funds from this source also be used to support the Orange and Red Line projects. Given current limitations on Federal discretionary funds for transit capital purposes, the demand from communities across the nation for these funds, and the other projects in the Boston area for which Section 3 funding is being sought, we believe that a dedication of Interstate transfer funds to support the Federal share of these two extensions is appropriate. Since Interstate transfer grants, like Section 3 grants, are funded from general Treasury funds and not the Highway Trust Fund, there is little practical difference as a matter of equity. However, should major amounts of additional discretionary capital grant funds become available to UMTA, it would certainly be reasonable to give consideration to a proposal for combined Interstate transfer-Section 3 discretionary grant support for these projects.

The Urban Mass Transportation Administration will continue to work closely with you to complete the EIS requirements and to advance engineering to a point that cost estimates are reasonably firm. Following completion of the EIS process and the statutory and administrative requirements of the Act, the Department will be in a position to make the formal funding commitment to these projects. The extent of Federal participation will be determined following the preparation of detailed cost figures as part of preliminary engineering. Further, UMTA's willingness to make specific dollar commitments to these projects will be conditioned on obtaining assurances from you with regard to certain matters which have been addressed in several recent major Departmental grants, including:

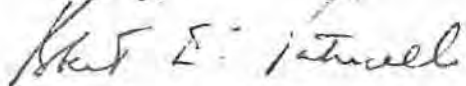
- (1) commitments to supportive public and private investments in the project areas which will help to ensure that the economic development benefits of the projects are being realized;
- (2) commitments from the grantee and from labor unions that significant apprenticeship, job training and employment opportunities will be created for minorities and for unemployed youth in transit construction;
- (3) commitments that full and equal opportunities will be provided to minority owned firms to participate in execution of the projects;

- (4) commitments from the Commonwealth of Massachusetts and the MBTA to retain a minority-owned consulting firm to advise and help carry out paragraphs (2) and (3), above; and
- (5) commitments from building contractors and labor unions to complete these projects without strikes or work stoppages.

We trust that this letter is helpful in clarifying the status of Federal review of these two significant projects. The \$300 million we are offering constitutes a commitment to the Boston area of about 8 percent of the total Federal capital funding for transit available throughout the nation in FY 1977 and FY 1978, and does not even include Section 3 grants which will be made to the region. This percent substantially exceeds your community's share of nation-wide urbanized area population or transit ridership and, together with \$640.6 million in UMTA capital grants already made to the region, should serve as ample proof of our commitment to assist in implementing your far-sighted program of public transportation improvements in the greater Boston area.

I hope this information is helpful to you.

Sincerely,



Robert E. Patricelli

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Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
January 18, 1977

DOT 16-77  
Phone: (202) 426-4321

SECRETARY COLEMAN ANNOUNCES  
RESULTS OF NEGOTIATIONS REGARDING  
PASSIVE RESTRAINT DEMONSTRATION PROGRAM

Secretary of Transportation William T. Coleman, Jr., today announced that he has signed contracts with General Motors Corporation, Ford Motor Company, Volkswagen of America and Mercedes-Benz to conduct a 502,250 car demonstration program of passive restraint systems. He had called for such a program in a December 6, 1976, decision on the future of passive restraints, and the four manufacturers' commitments were in response to that call.

Secretary Coleman also announced commitments by three insurance companies -- Allstate, Nationwide and Volkswagen Insurance -- to offer premium reductions to owners of passive restraint equipped cars, and he asked other auto insurance companies to make similar commitments.

The contracts agreed to by the auto companies will make available to the general public at a reasonable price 502,250 cars equipped with air bags or passive belts. The cars will be marketed over a two-year period beginning in September, 1979. "The four companies have agreed to bear the entire cost of producing and marketing these cars," the Secretary said.

A demonstration program is preferable to a government mandate of passive restraint systems in all cars at this time and will "let the public gain

-more-

more experience on a voluntary basis with both the benefits and limitations of such systems while avoiding the possibility of a premature public rejection of a federal passive restraint requirement," Secretary Coleman said.

Such a program, he said, could also create enough demand for passive restraints that auto companies would voluntarily offer them as options on a large scale and will foster improved passive restraint technology.

During the demonstration program the National Highway Traffic Safety Administration (NHTSA) will explore rulemaking and other courses of action that might lead to much higher levels of voluntary seat belt use, the Secretary said. NHTSA issued an advance notice of proposed rulemaking setting forth specific proposals for improving belt use and effectiveness on December 16, 1976.

The contracts announced today by Secretary Coleman contain the following terms and conditions:

-- General Motors will establish production capacity to manufacture 300,000 intermediate-size cars equipped with full-front air bag systems for sale in model years 1980 and 1981. Ford will establish the capability of manufacturing no fewer than 140,000 compact cars with driver-side only air bags in the same model years. Air bag-equipped cars will thus become available beginning with model introduction day in September, 1979. Mercedes-Benz will manufacture and ship to this country for sale in model year 1980, 750 sedan cars equipped with driver-only air bags and an additional 1,500 cars similarly equipped in model year 1981. Volkswagen will produce not less than 60,000 cars equipped with passive belt restraint systems in model years 1978, 1979, and 1980.

-- The price for the GM full-front air bag system and for the Ford driver-only system will be \$100 and \$50, respectively, unless the General Accounting Office (GAO) or an independent public accounting firm selected by DOT determines after examining materials submitted by GM, Ford and the department that the price of a commercially acceptable passive restraint system in full production would be greater than the department's estimates of \$100 or \$50.

Because Mercedes and Volkswagen made flat commitments to produce a specified number of cars, the contracts with those two companies permit more pricing and marketing flexibility. Mercedes-Benz will charge up to \$425 for its driver-only system. Volkswagen will charge a price for its passive belt system that is in line with its present pricing policy for the same option now being offered on VW Rabbits.



-- GM and Ford both agree to market the cars they produce through a vigorous program that includes advertising and dealer promotion. GM will spend \$5 to \$15 million on its program over two years while Ford's program will cost at least \$2 million.

-- NHTSA will monitor the demonstration program in cooperation with the participating companies. The monitoring will involve compiling data on accidents involving passive restraint-equipped vehicles, comparing these data with statistics on accidents involving cars equipped with belts, making analyses of all these data, and publishing its conclusions about reliability and effectiveness of passive restraints. In addition, NHTSA will continue to study the question of cost of passive restraint systems and will also make efforts during the demonstration program to acquaint the public with the nature and advantages of passive restraint systems.

-- GM and Ford each conditioned its contract on the receipt by DOT of a letter from the Justice Department stating that the contract to participate in the demonstration program did not violate the federal antitrust laws. The Secretary received such a letter on January 14, 1977, and is making it public today.

-- GM and Ford also conditioned their contracts on successfully obtaining insurance against the product liability costs of passive restraint systems. GM and the Allstate Insurance Company have reached agreement in principle on product liability coverage. Ford is continuing to work with suppliers and insurance companies to reach a satisfactory agreement.

-- The Ford and GM contracts include provisions that the demonstration program will end in August, 1983, or on the date when the DOT issues a notice of proposed rulemaking requiring passive restraints in automobiles, whichever occurs first.

The Secretary pointed out that the contracts signed with the manufacturers call for introduction of air bag-equipped cars in September, 1979, rather than September, 1978, as proposed in the December 6 decision. "During the course of negotiations, I was persuaded that the re-design and re-tooling necessary prior to production would require six months more than I had anticipated. In order to assure effective marketing, I chose to start the program at the beginning of model year 1980 rather than in the middle of model year 1979," Secretary Coleman said.

The Secretary said that price proved to be a major issue in the negotiations. In his decision he had said that the price to be charged for the passive restraint systems would be agreed to in the contract after negotiation between the department and each manufacturer, based on estimates of the cost of the systems in full production. He had said in the decision that the department's own estimate of the cost of full-front air bags is \$100 and that of driver-only air bags is \$50. The Secretary explained today



that the auto manufacturers had presented estimates of their own on price before and after his hearing and repeated these estimates in the negotiations. From these discussions, he said, he concluded that public debate on the question of passive restraints would benefit from an analysis by a third party of the cost issue. In particular, since price seems to have a crucial effect on public acceptance, the Secretary said that it was appropriate to have the GAO, an arm of Congress, look at the full production cost in order to give Congress an additional view on the price issue. Therefore, he explained, he agreed with GM and Ford that they would each offer their respective systems at DOT's estimated full production price unless an analysis by GAO or an independent public accounting firm selected by DOT concludes the cost of a commercially acceptable air bag system in full production would be more than DOT's estimates. The price is what it would cost if each company's entire line of production were fitted with passive restraints. In other words, for the air bag equipped cars in the demonstration program, the auto companies will be selling them at less than cost.

Secretary Coleman emphasized again today, as he had in his December 6 decision, that marketing efforts by the manufacturers will be important elements in the success of the demonstration program, and for this reason he obtained marketing commitments from both GM and Ford. GM promises to spend between \$5 million and \$15 million in a promotion program that will include promotion at dealer pre-announcement shows, distribution of advance materials to dealers, availability of at least one air bag-equipped car for display and purchase in each of the 10,000 GM dealerships through the country, a dealer training program, preparation of materials such as video-tapes and brochures for use in showrooms, and an advertising campaign in GM's twenty-five largest sales areas. Ford will spend \$2 million over two years on an advertising and merchandising campaign that will include advertising in television and print media, promotion in new car introduction shows, and preparation of materials for use in showrooms.

Because of the importance of the marketing efforts, the Secretary today directed NHTSA to establish a program to monitor performance by GM and Ford of that aspect of their contracts. While expressing confidence that when two major companies pledge their good faith to the federal government and the American people that these companies will honor those pledges with sincere best efforts, Secretary Coleman pointed to the department's obligation to give the public a basis for confidence.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
January 19, 1977

Contact: Lloyd D. Schwalb  
Phone: (202) 426-4043  
DOT R-02-77

### SECRETARY COLEMAN ANNOUNCES MAJOR FEDERAL TRANSIT GRANTS FOR CHICAGO REGION

U.S. Secretary of Transportation William T. Coleman, Jr. today announced "three decisions of great importance" involving Federal transit funding of major public transportation projects in the Chicago metropolitan area. First, that DOT's Urban Mass Transportation Administration (UMTA) has approved in principle a \$110 million capital grant for an extension of the Chicago Transit Authority's rapid transit service to O'Hare International Airport. An immediate \$5 million engineering grant was pledged for the O'Hare project subject to completion of application requirements.

The Secretary also announced an offer to provide \$3.5 million to advance engineering and environmental work for a new subway line along Franklin Street in downtown Chicago.

In a third major decision affecting the Chicago area, the Secretary announced that Chicago can expect to receive \$103.5 million in UMTA capital grants in the current Fiscal Year. "These decisions involve Federal commitments of nearly \$210 million in new UMTA discretionary grants, and the prospect of our \$400 million in additional Federal aid for the Franklin Street subway line when final arrangements are made for Interstate transfer funding.

"I am taking this action on the Franklin Street line," the Secretary said, "in response to urgings from Governor Thompson and Mayor Bilandic, both of whom indicated that they would work together to explore the use of Interstate transfer funds to support construction of this line." He added: "Construction monies for the Franklin Street line, which is estimated to cost \$400 million in Federal funds, will be forthcoming once all UMTA statutory and environmental requirements are met, and when the City and State have taken needed steps to secure Interstate transfer and the non-Federal matching funds."

In addition to the offer of Federal transit assistance announced today, the Secretary noted that "these future Federal grants will be in addition to \$575 million in past capital grants made to the Chicago metropolitan area by the Department's Urban Mass Transportation Administration."

"These prior grants have helped improve the City's bus and rail transit as well as suburban commuter rail and bus facilities. The Kennedy and Dan Ryan rapid transit extensions, 350 new rapid transit cars, over 175 new commuter rail cars, nearly 2,000 new buses and major modernization of bus, rapid transit and rail commuter facilities all have been financed with UMTA assistance," the Secretary said.

"Further, we have made operating assistance grants of more than \$85 million to the Chicago area," the Secretary added. "Thus, more than \$660 million has already been granted, and we are today offering \$110 million for the O'Hare extension, more than \$100 million in Fiscal Year 1977 capital assistance and the prospect of several hundred million dollars for the new Franklin Street subway line."

"Public transportation is essential to the well-being, to the very quality of life in our nation's cities," the Secretary said. "Chicago is great because of many things -- its people and its transit are two obvious assets. Because Chicago has helped itself and because we agree with the need for these transit improvements, we are making these commitments."

The UMTA offer of capital assistance was conditioned on obtaining assurances from project grantees with regard to five matters which have been addressed in several recent major Departmental grants, including:

1. commitments to supportive public and private investments in the project areas which will help to ensure that the economic development benefits of the projects are being realized;



2. commitments from the grantees and from labor unions that significant apprenticeship, job training and employment opportunities will be created for minorities and for unemployed youth in transit construction;
3. commitments that full and equal opportunities will be provided to minority owned firms to participate in execution of the projects;
4. commitments from grantees to retain a minority-owned consulting firm to advise and help carry out paragraphs 2 and 3, above; and
5. commitments from building contractors and labor unions to complete these projects without strikes or work stoppages.

The eight-mile CTA extension to O'Hare International Airport will connect the current Jefferson Park Station on the CTA's Kennedy rapid transit line with the airport and will provide important access both for suburban travellers to downtown Chicago, and for City residents to jobs at or near O'Hare. Once the extension is completed, transit riders would be able to make the 17.3-mile trip between O'Hare and the center of Chicago in only 33 minutes, without transfer, compared to the present auto trip time which often exceeds an hour. The transit line will run in the existing median of the Kennedy Expressway.

The Franklin Street subway line will provided needed access directly to the west side of Chicago's Loop, and may permit removal of some portions of the CTA's aged elevated transit lines in downtown Chicago. During the engineering and environmental studies, the City and CTA will determine the extent to which the Loop elevated structure can be removed when the new Franklin Street line is completed.

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Local sources for additional information are Marshall Sulloway, Commissioner of Public Works, City Hall, Room 406, Chicago, Illinois 60602, (312) 744-3600 (O'Hare extension) and Harold Nelson, Executive Director, Chicago Urban Transit District, 123 West Madison Street, Chicago, Illinois 60602, (312) 744-7440 (Franklin Street Line).



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
January 18, 1977

DOT 17-77  
Phone: (202) 426-4321

### SECRETARY COLEMAN SIGNS DEEPWATER PORT LICENSES

Secretary of Transportation William T. Coleman, Jr., has signed the licenses that will permit LOOP and Seadock to build deepwater ports in the Gulf of Mexico.

The Secretary had approved the license applications on December 17 and he said then he would sign the licenses following a 30-day filing period with the Council on Environmental Quality.

In letters sent to LOOP and Seadock, Secretary Coleman said the final wording of the licenses clarified issues that have been raised since his decisions were released.

Secretary Coleman said the clarifications were designed to state more clearly his intentions expressed in the December 17th decision.

He added, "They are not intended to and do not substantively alter the conditions contained in the draft licenses attached to my decisions nor are they inconsistent with the reasons underlying those decisions."

No changes have been made to any of the stringent environmental license conditions that will ensure that the ports are operated with the best available technology and will provide the benefits of deepwater offloading, keeping hundreds of smaller tankers out of congested harbors and ports.

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The important change is in timing, Secretary Coleman said. Ownership will be held open for six months, after which the two groups will have 15 days to decide whether to accept or reject the license. Originally, this decision had to be made within 90 days before ownership was closed, making it difficult to determine what kind of assurances from what owners would be required as a condition of acceptance.

The extended schedule will permit the owners to complete financing, ownership agreements and assurances before the license is accepted, the Secretary said.

Secretary Coleman urged the owners to proceed with port development, saying they had a corporate obligation to serve the public interest. The Secretary recognized that the applicants and their shareholders may regard certain of the license provisions as stringent and restrictive. He added, however, that, "the conditions in the license have been developed out of consideration for matters which I, as a public servant sworn to uphold the laws of the United States, am required to address."

Although the Secretary admitted that he did not "know whether you and your owners will find this license acceptable and will decide to proceed with the project," he assured the applicants that "if you develop and operate this port within the spirit and letter of the Deepwater Port Act of 1974 and of this license, then it will not prove to be necessary for any future Secretary of Transportation to invoke many of the conditions of this license."

LOOP is a consortium of six oil companies which will build 18 miles south of Grand Isle, La., and Seadock is a group of eight oil companies and one chemical company planning a deepwater port 26 miles south of Freeport, Tex.

Both ports are designed to handle oil from supertankers and will be built in water over 100 feet deep. When all stages of construction are completed, the combined capacity of the two ports will be 7.4 million barrels of oil per day.

Texts of the licenses, the transmittal letter from Secretary Coleman to the owners and a section-by-section analysis of the licenses are available from the Office of Deepwater Ports, U.S. Department of Transportation, Washington, D.C. 20590. Phone: (202) 426-4144.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY  
January 19, 1977

DOT R-05-77  
Phone: (202) 426-4321

### GREAT LAKES PILOTAGE SERVICES AGREEMENT SIGNED BY U.S. AND CANADIAN TRANSPORTATION AGENCIES

U.S. Secretary of Transportation William T. Coleman, Jr., and Canadian Minister of Transport Otto Lang announced today a new joint agreement on pilotage services for the Great Lakes.

The new Memorandum of Arrangements confirms the terms of the 1975 interim agreement which has applied for the past two years. It specifies how pilotage services will be shared by the two countries, and will be implemented at the start of the 1977 shipping season in April. The Memorandum includes provisions for revision to meet changing conditions and circumstances.

The U.S. and Canada have shared pilotage services and fees for ocean vessels by joint agreement since 1961.

Secretary Coleman and Minister Lang agreed that the new Memorandum bodes well for commerce on the Great Lakes which is beneficial to both countries. Mr. Lang said, "I am pleased that we have been able to incorporate in the agreement the terms under which pilots from both countries have been working so successfully for the past two years." Secretary Coleman expressed his pleasure that the new arrangements had been endorsed by the pilot and shipping associations on the U.S. side.

An exchange of diplomatic notes will confirm these arrangements between the two countries.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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



FOR RELEASE MONDAY  
January 31, 1977

DOT 19-77  
Phone: (202) 426-4321

DOT SEEKS PUBLIC COMMENT ON WAYS  
TO ENCOURAGE USE OF BETTER DESIGN,  
ART IN TRANSPORTATION PROJECTS

Ever wonder what that airport or train station or subway you see almost daily says about our nation's rich cultural heritage? Probably, it says very little.

The U.S. Department of Transportation is out to change that. And, it wants your opinion on how best to do it.

Specifically, the DOT is seeking public comment on ways to encourage the use of art, good design and architecture in the development of federally funded transportation projects. Additionally, the DOT has published a statement of policy in the Federal Register and established a task force to help achieve this goal.

Funding of transportation systems comprises a significant portion of the enormous amounts of public funds spent to improve and enhance the nation's environment. Therefore, the policy statement says, it should be a matter of DOT policy that public monies used to build transportation facilities should be spent only after due consideration has been given to design, artistic and cultural impact.

It further says that to accomplish this objective, the department should establish a process to determine whether proposed transportation projects reflect the concern for good design that is a necessary part of responsible planning for transportation systems that in addition to being safe, efficient and economical are also artistically and architecturally laudable.

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The department's task force, which will report its findings to the Secretary of Transportation within six months, will consider the following in developing its report:

(1) The creation of a National Advisory Board on Design, Art and Architecture in Transportation.

(2) The understanding that the cost of incorporating aesthetic design and art work may be eligible for Department of Transportation assistance at a certain level of funding based on a formula of a project's total budget. This assistance will apply to transportation systems which will be refurbished and modernized, and for new construction.

(3) The establishment of an annual awards program to give recognition to outstanding examples of achievement in design, art and architecture in transportation systems.

(4) The promulgation of regulations regarding procedures which the Department of Transportation grantees should follow to assure that design, art and architecture factors in transportation systems are given due consideration.

(5) Grants be made available to communities for aesthetic environmental enhancement of transportation systems on a one-to-one matching basis, where federal dollars are matched by funds from individuals, neighborhood organizations, or businesses.

The public is asked to comment on the matters the task force is considering and give any other suggestions as to how the department can appropriately improve design, art and architecture in transportation systems.

Comments should be submitted in writing to:

Docket Clerk, OST File 49  
Office of the General Counsel  
Department of Transportation  
Washington, D.C. 20590

Comments received by Friday, March 25, 1977, will be considered; those received after that date will be considered only to the extent feasible. Comments will be available for public inspection and copying in the Office of the Assistant General Counsel for Operations and Legal Counsel, Room 10100, 400 Seventh Street, S.W., Washington, D.C., from 9 a.m. to 5:30 p.m. Monday through Friday, except federal holidays.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
January 31, 1977

DOT 20-77  
Phone: (202) 426-4321

### SECRETARY ADAMS ACTS TO INCREASE MARITIME SAFETY

U.S. Secretary of Transportation Brock Adams today moved to significantly increase the capacity of the Department of Transportation to enhance navigation safety for marine traffic and to prevent oil spills in U.S. waters.

In one action, Secretary Adams established, within the highest echelons of his office, a task force to create maritime safety policy for the department. The task force will review marine safety regulations to determine what measures can be taken at the earliest possible date to reduce the potential for oil spills.

At the same time Secretary Adams announced the issuance of safety regulations which set a minimum level of proper navigation practice and associated equipment for all self-propelled vessels of 1,600 or more gross tons operating in U.S. navigable waters.

The top level DOT group, called the Marine Safety Task Force, will be chaired by the Deputy Secretary of DOT, the department's second ranking official.

Secretary Adams instructed the task force to make an "immediate, in-depth review of the entire regulatory spectrum dealing with tankers. Our goal must be to ensure that the highest possible standards of safety are maintained in U.S. navigable waters. This task force, making use of the considerable expertise and experience of the U.S. Coast Guard in marine safety, will recommend the further actions we must take to produce safe navigation in our waters."

Task force members include, in addition to the Deputy Secretary, the General Counsel, the Assistant Secretary for Policy, Plans and International Affairs, the Assistant Secretary for Congressional Relations and Intergovernmental Affairs, the Assistant Secretary for Environment, Safety and Consumer Affairs, Coast Guard Commandant ADM Owen W. Siler, and Deputy Under Secretary Mortimer Downey. Executive Director of the task force will be Coast Guard RADM Sidney A. Wallace.

In issuing regulations to increase marine safety, the Secretary called the current frequency of tanker accidents in U.S. waters "intolerable."

"The safety regulations I am issuing today will take a big step toward reducing these accidents and the casualties and pollution they cause," he said. The regulations were published in today's edition of the Federal Register.

Required under the new regulations are procedures to reduce navigation hazards from unprofessional performance or substandard equipment aboard vessels underway or at anchor.

Appearing in the January 31 issue of the Federal Register is a notice of proposed rulemaking amending the Navigation Safety Regulations to require Loran-C equipment aboard all tank vessels of 1,600 or more gross tons operating in U.S. waters.

Loran (LONg RANGE Navigation) is an electronic system using shore-based radio transmitters and shipboard receivers to allow ships to pinpoint their position at sea. Capable of repeatable accuracy to within 50 feet, the new Loran-C system will replace Loran-A developed during World War II.

Also among the new regulations are requirements for regular position fixing, better communications between master and pilot, and personnel and equipment readiness. Certain items of navigation equipment, commonly installed, but not previously required, are now mandatory. Additionally, critical ship maneuvering systems aboard each vessel must be tested within 12 hours prior to entering or getting underway in U.S. waters.

The amendments further require a complete set of appropriate charts and publications and operable navigation equipment aboard vessels operating in navigable waters of the U.S.

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