

U.S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY: 8 A.M.
August 3, 1978

DOT R-13-78
Contact: Jerry Clingerman
202/426-4321

DOT APPROVES RELOCATION OF ROUTE 7 IN CONNECTICUT

The U.S. Department of Transportation has given final approval to relocating Route 7 in Fairfield County, Connecticut.

The action allows the state to relocate the portion of the highway between Interstate 95 in Norwalk and Interstate 84 in Danbury. The new segment of Route 7 will be a controlled access freeway throughout its 20-mile length.

The project calls for using approximately 23 acres of Wooster Mountain State Park. The state has acquired as replacement approximately 21 acres of land for the park.

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U.S. Department of Transportation news:



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Washington, D.C. 20590

FOR RELEASE THURSDAY
August 3, 1978

DOT-10678

Contact: Jerry Clingerman
Phone: (202) 426-4321

DOT SETS HEARINGS
ON TRANSIT CHANGES
TO AID HANDICAPPED

The Department of Transportation today announced a series of five public hearings on proposed rules to make the nation's transportation system more accessible to the handicapped.

The hearings will be held in New York on Sept. 7 (and Sept. 8, if necessary); Chicago, Sept. 11; Denver, Sept. 13; Oakland, Sept. 15; and Washington, D.C., Sept. 19 (and Sept. 20, if necessary).

The proposed new regulations are designed to ensure that handicapped persons are not discriminated against in transportation programs receiving DOT financial aid. The rules will implement Section 504 of the Rehabilitation Act of 1973.

In New York, the hearing will be held at Police Headquarters, Police Plaza (Chambers & Centre Streets); in Chicago at McCormick Inn (Room #7), 2300 S. Lake Shore Drive; in Denver at Executive Tower Inn (Forum Room), 1405 Curtis; in Oakland at Claremont Hotel (Empire Room), Ashby and Domingo Avenues; in Washington at Health, Education and Welfare (HEW), North Building Auditorium, 330 Independence Avenue, S.W.

All the hearings are accessible to wheelchairs and interpreters for the deaf will be present. All hearing sessions will begin at 9 a.m. local time and continue until 10 p.m., if necessary.

Persons wishing to testify at one of the hearings, or seeking DOT travel funding in order to testify at one of the hearings, who have not already done so, must submit their applications no later than August 18.

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A notice providing details on the public hearings including applications to testify or obtain DOT travel funds appears in the Aug. 3 Federal Register. DOT published the original notice of proposed rulemaking in the Federal Register of last June 8 detailing the proposed regulations to implement Section 504 of the Rehabilitation Act of 1973.

Persons seeking further information on the proposed regulations, testifying or travel funds should contact Richard Clark, Office of General Counsel, U.S. Department of Transportation, Washington, D.C. 20590; telephone: (202) 426-4723.

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U. S. Department of Transportation

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Office of Public Affairs

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FOR RELEASE TUESDAY
August 8, 1978

DOT-10978
Contact: Robert Beasley
Phone: (202) 426-4321

TRUCKERS PROVE THAT 55 MPH SAVES FUEL

In three days of testing "big rig" fuel economy, 32 independent truckers working with the Department of Transportation and industry members of the Voluntary Truck and Bus Fuel Economy Improvement Program proved that trucks operating at 55 mph save fuel over higher speeds.

The tests were conducted on the 7 1/2 mile high-speed test track of the Transportation Research Center of Ohio at East Liberty. The owner-operator truckers participated in the event on a voluntary basis at their own expense in response to the department's "Double Nickel Challenge." ("Double Nickel" is CB slang for 55 mph.)

Fuel savings at 55 mph improved by as much as 27 percent over higher speeds for 26 of the tractor-semitrailer vehicles. In six tests, fuel economy improved from 1.6 to 9 percent for speeds between 59 to 64 mph.

Truck owners from 18 states and from as far away as New York, Arizona and Florida responded to DOT's challenge. The vehicles tested represented all truck and engine types normally owned and operated by independent truckers. The 32 participants were selected at random from 161 applicants who were willing to take time from their regular trucking runs and travel to East Liberty, Ohio, at their own expense to drive their trucks in the fuel economy demonstration.

- more -

Joan Claybrook, National Highway Traffic Safety Administrator, whose agency administers the Voluntary Fuel Economy Program, praised the willingness of owner-operators to find the facts in what has been a highly controversial subject with many of the independent truckers.

"By working together on such demonstrations," she said, "we no longer have to argue about government data versus truckers' claims; we now have 'our data' from which the facts are evident. As a result, we are sure that the truckers returned to the road knowing how to conserve fuel in their operations."

This demonstration, dubbed "The race to the fuel pump", phase one of the "Double Nickel Challenge," proved that 55 saves fuel. DOT and the Voluntary Program plan to work further with owner-operators to determine the effects of 55 on safety and truckers' profits and costs.

A detailed report of the first phase of the "Double Nickel Challenge" is now being prepared.

Upon completion the report will be available from the Voluntary Truck and Bus Fuel Economy Improvement Program, NRD-20, U.S. Department of Transportation, Washington, D.C. 20590.

Results of individual runs are attached.

DOUBLE NICKEL CHALLENGE

TEST RESULTS OF DAY 1 (August 1)

| | <u>Participants</u> | <u>Hi-Speed Run</u> | | <u>55 mph Run</u> | <u>% Saved</u> |
|-----|--|---------------------|------------|-------------------|----------------|
| | | <u>MPH</u> | <u>MPG</u> | <u>MPG</u> | |
| 1. | Robert A. Kash Tecumseh, Mich. | 59.2 | 4.66 | 5.08 | 9.0 |
| 2. | John Dietz E. Brunswick, N.J. | 62.2 | 6.16 | 6.68 | 8.4 |
| 3. | Robert C. Lewis Oberlin, Ohio | 66.0 | 4.18 | 5.28 | 26.3 |
| 4. | Ronald Goeden Ripon, Wis. | 63.2 | 4.51 | 5.02 | 11.3 |
| 5. | Dennis Lafferty Indianapolis, Ind. | 62.0 | 5.75 | 6.99 | 21.6 |
| 6. | John H. Daw Valley Grove, W. Va. | 61.0 | 4.79 | 5.45 | 13.8 |
| 7. | Constance J. Kyler Mohtoursville, Pa. | 64.2 | 4.93 | 5.84 | 18.5 |
| 8. | James G. Savage Pennellville, N.Y. | 62.2 | 4.57 | 5.81 | 27.0 |
| 9. | John L. Dayton Oklahoma City, Okla. | 61.6 | 4.90 | 5.93 | 21.0 |
| 10. | David W. Rose Morrow, Ohio | 65.6 | 4.50 | 5.57 | 23.8 |
| 11. | Richard S. Johnson Omaha, Neb. | 66.2 | 4.62 | 5.56 | 20.4 |

DOUBLE NICKEL CHALLENGE : RACE TO THE FUEL PUMP

TEST RESULTS OF DAY 2 (August 2)

| | <u>Participants</u> | <u>Hi-Speed Run</u> | | <u>55 mph Run</u> | <u>% Saved</u> |
|-----|--|---------------------|------------|-------------------|----------------|
| | | <u>MPH</u> | <u>MPG</u> | <u>MPG</u> | |
| 1. | Robert L. Zedeker Dayton, Ohio | 61.4 | 5.10 | 4.97 | -2.6 |
| 2. | Matthew Hamilton Ft. Scott, Kan. | 63.0 | 5.67 | 5.58 | -1.6 |
| 3. | Raymond Abshire Lanham, Md. | 63.6 | 5.58 | 6.28 | 12.5 |
| 4. | Michael P. Mack New Riegel, Ohio | 62.4 | 4.90 | 4.46 | -9.0 |
| 5. | James E. SinseI Tampa, Fla. | 61.4 | 5.95 | 6.05 | 1.7 |
| 6. | C. Rupert McCully Bellefontaine, Ohio | 60.0 | 4.87 | 5.06 | 3.9 |
| 7. | Tom Wade Vermillion, Ohio | 59.4 | 5.65 | 5.16 | -8.7 |
| 8. | Robert A. Hall Olive Hill, Ky. | 64.8 | 4.38 | 4.39 | 0.2 |
| 9. | M. E. & Dawn Whiteley Tucson, Ariz. | 61.0 | 4.37 | 4.59 | 5.0 |
| 10. | Richard Bawden Columbus, Kan. | 59.8 | 4.42 | 5.10 | 15.4 |
| 11. | Dutch Acheson Coldwater, Ohio | 62.6 | 5.78 | 6.66 | 15.2 |

DOUBLE NICKEL CHALLENGE : RACE TO THE FUEL PUMP

TEST RESULTS OF DAY 3 (August 3)

| | <u>Participants</u> | <u>Hi-Speed Run</u> | | <u>55 mph Run</u> | <u>% Saved</u> |
|-----|---|---------------------|------------|-------------------|----------------|
| | | <u>MPH</u> | <u>MPG</u> | <u>MPG</u> | |
| 1. | Billy D. Denny Homer, Ill. | 61.6 | 4.55 | 5.33 | 17.1 |
| 2. | William Carr Palmyra, Wis. | 62.0 | 4.33 | 5.01 | 15.7 |
| 3. | Thomas W. Pelham Cleveland, Ohio | 64.6 | 4.63 | 5.06 | 9.3 |
| 4. | Thomas A. Johnson Kane, Pa. | 63.4 | 4.62 | 5.37 | 16.2 |
| 5. | Gary P. Tetreault Rome, N.Y. | 59.2 | 5.63 | 6.38 | 13.3 |
| 6. | Harry E. Myers Newark, Ohio | 63.8 | 5.68 | 5.55 | -2.3 |
| 7. | Richard T. Galvin Palmyra, Mo. | 62.2 | 6.34 | 7.40 | 16.7 |
| 8. | D. F. Bruntmyer, Sr. Independence, Mo. | 60.8 | 4.95 | 5.67 | 16.4 |
| 9. | Virgil E. Palmer Rogersville, Tenn. | 64.2 | 4.27 | 4.78 | 11.9 |
| 10. | Edward Dolence Pittsburgh, Pa. | 59.0 | 4.66 | 4.59 | -1.5 |

U. S. Department of Transportation

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Washington, D.C. 20590



FOR RELEASE TUESDAY
August 8, 1978

DOT 111-78
Contact: Jerry Clingerman
(202) 426-4321

ADAMS URGES ICC
DEREGULATE RAIL
PRODUCE TRAFFIC

Secretary of Transportation Brock Adams today has urged the Interstate Commerce Commission to deregulate railroad shipments of fresh fruits and vegetables to allow railroads to compete more equally with trucks.

"Regulation was designed to protect the public when competition was lacking," Adams said. "It was never designed to put the railroads at a competitive disadvantage. Yet that is precisely what has happened in the movement of fresh fruit and vegetables.

"Regulation has prevented railroads from adjusting rates and service to compete effectively with unregulated motor carriers, causing railroads' market share for this traffic to drop to very low levels. Railroads need the flexibility to offer shippers better services and lower rates," he said.

DOT's Federal Railroad Administrator, John M. Sullivan, added:

"We feel that only within a new regulatory environment, one free of regulation for these shipments, would railroads be able to compete and regain a part of that market."

DOT also submitted written comments late Monday in response to a request for comments on application of Section 12(1) (b) of the Interstate Commerce Act (Ex Parte No. 343, Rail General Exemption Authority).

The Railroad Revitalization and Regulatory Reform Act of 1976 (4-R Act) authorizes the ICC to remove regulatory barriers to railroad operations whenever its regulations become unnecessary and harmful to the economic health of the industry.

In its recommendations, DOT urged the ICC to use that authority to exempt rail carriers from regulations in all markets "whenever competition is sufficient to protect shippers from the exercise of arbitrary market power by rail carriers."

The department gave its views on several basic issues concerning the commission's regulation of the railroads.

It said:

--In markets where competition exists, the commission should exempt rail carriers from all relevant provisions of the Interstate Commerce Act.

--Carriers serving markets that have either significant actual or potential competition will be prevented from acting arbitrarily by that competition.

--Services provided by a carrier in a competitive market would include the efficient handling of equipment and personnel to provide the service desired by the shipper and failure to do so would give shippers the incentive to use alternative means of transporting their products.

--The commission should grant rail carriers the same negotiating flexibility regarding loss and damage provisions that motor carriers presently enjoy and exemption from regulation that would permit railroads to charge rates commensurate with the costs of providing the loss and damage protection desired.

--Rail carriers should also be granted exemption from car service regulations and orders in these markets. Expanded use of market forces is the best approach for allocating car supply in these transportation markets.

--The 4-R Act allows rail carriers total exemption from economic regulation and DOT feels it is inappropriate for the commission to require information concerning the level and type of service that carriers intend to offer for these shipments.

--The commission must grant any proposed exemption on an industry-wide basis because a limited ruling would place carriers not granted the exemption at a competitive disadvantage not only with trucks but also with railroads receiving these exemptions.

--If the commission grants an exemption, it should not, in DOT's opinion set artificial time deadlines after which it would reconsider the exemption because this would not permit full market competition.

The department, in its concluding comments, recommended that the ICC study each petition to determine whether or not actual or potential competition would compel carriers to adjust rates charged and services offered in a desirable manner.

A forthcoming FRA report on the future of the railroad industry and its capital needs through 1985, will state that regulatory and policy imbalances in treatment of different forms of transportation should be considered. The report will call upon the ICC to use the powers granted by the 4-R Act to exempt certain commodities from regulation if other modes have such an exemption.

"Regulating railroads in a highly competitive market when barges and trucks remain unregulated, severely inhibits railroads' ability to respond to the rapidly shifting pressures imposed by unregulated competition," Sullivan said.

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FOR RELEASE 12 NOON EDT
Wednesday, August 9, 1978

DOT-11278
Contact: Jerry Clingerman
Phone: (202) 426-4321

VOLUNTARY BUS-TRUCK FUEL PROGRAM SAVES 1.7 BILLION GALLONS

A voluntary fuel economy program for large trucks and buses has saved the nation more than 1.7 billion gallons of fuel since 1973, Secretary of Transportation Brock Adams said today.

That amount of fuel is enough to heat the homes of three million Americans for one year, Adams said at a joint news conference with V. J. Adduci, President of the Motor Vehicle Manufacturers Association.

"Following the oil embargo, the Voluntary Truck and Bus Fuel Economy Improvement Program was started, combining the efforts of labor, manufacturers, motor carriers, trade associations, trade press and three departments of the federal government," Adams said.

"These groups, working together toward a common goal, have managed a remarkable savings of 1.7 billion gallons of fuel from late 1973 through 1977," he said. "The record of savings shows that each year we are saving more and more." In 1977, the saving was almost 846 million gallons.

"A very gratifying aspect of this program is that it is entirely voluntary. There are no government regulations involved. The decisions are made where they should be made -- in the free enterprise marketplace," Adams said.

"This program strongly supports President Carter's policy of encouraging energy conservation through voluntary government and private industry coordinated projects," the Secretary said.

New trucks and buses accounting for the savings are those with fuel-efficient diesel engines, variable drives for cooling fans, radial tires and aerodynamic drag devices.

The savings noted by Secretary Adams involved only new trucks purchased in 1973 through 1977. Other substantial savings through retrofitting of older trucks, improved dispatching, interchange and routing or driving techniques have not been estimated.

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In addition, Adams said, adherence to the 55 mile-per-hour national speed limit by truckers saves another 400 million gallons of fuel a year.

"If we were to get 100 percent compliance with the national speed limit in the trucking industry, we would save more than a billion gallons a year," the Secretary said.

The three federal agencies involved in the fuel economy program are the Departments of Transportation and Energy and the Environmental Protection Agency.

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FOR RELEASE FRIDAY 9:30 A.M.
August 11, 1978

DOT-11378
Contact: Joe Marshall
Phone: (202) 426-4043

BOSTON'S TRANSPORTATION PLAN SPURS ECONOMIC DEVELOPMENT

Boston, Mass. -- Approval of a \$669 million project to improve public transportation and spur public and private investment in Boston's Southwest Corridor was announced today by Secretary of Transportation Brock Adams.

Secretary Adams said \$548 million of federal funds will be made available to relocate the Orange Mass Transit Line. It will share a 4.7 mile, reconstructed right-of-way with Amtrak from South Cove to Forrest Hills. Nine new passenger stations will be build along the Orange Line realignment.

Upon completion of the realignment, the Orange elevated transit line between Washington Street and Forest Hills will be dismantled.

Accompanied by Sen. Edward M. Kennedy and Rep. John Joseph Moakley, Secretary Adams today inspected areas of the Southwest Corridor.

Noting that the original planning for transportation improvements in the Southwest Corridor began in the 1950s, the Secretary said, "The force of public opinion impelled a total rethinking of the original plan to extend Interstate Highway 95 through the Corridor and the substitution of a rail transit realignment that will significantly improve transportation both in the Corridor and throughout the central city.

"The product of some ten years of intensive public scrutiny and open and thorough public debate, the Southwest Corridor transportation plan is the springboard for more than \$1 billion of public and private investment in community and economic development," Adams said.

"The impetus that transportation planning has given to economic development in Boston is a shining example of the kind of creative urban initiative President Carter wants to encourage throughout the nation."

The total federal commitment to the Southwest Corridor transportation project consists of \$486 million from DOT's Urban Mass Transportation Administration, funds transferred from highway to mass transit use because of the withdrawal of segments of the interstate highway system in the Boston area, and a \$62 million commitment from DOT's Federal Railroad Administration under the Northeast Corridor railroad improvement project.

The local share of the project will be financed by the Massachusetts Bay Transportation Authority.

While in Boston, Secretary Adams announced an initial grant to the MBTA of \$44,675,000. The money will be used for final design of the project, right-of-way acquisition and the purchase of 25 new buses for Needham rail commuters for whom rail service will be discontinued during construction of the Southwest Corridor project.

The nine new stations will be constructed at Forest Hills, Green St., Boylston St., Jackson Square, Roxbury Crossing, Ruggles St., Massachusetts Ave., and Back Bay.

The Back Bay station is presently not served by rapid transit. The new station will provide transfers between Amtrak, commuter rail, rail transit, bus, taxi and automobile and will be accessible to the handicapped.

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A local source for additional information is Anthony Pangaro, Southwest Corridor Coordinator, Massachusetts Bay Transportation Authority, 50 High Street, Boston, Massachusetts 02110, (617) 722-5834. (MA-23-9007).

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FOR RELEASE TUESDAY
August 15, 1978

DOT-11078
Contact: William Bishop
Phone: (202) 426-4321

HARTFORD BUS SYSTEM VIOLATES MINORITY RIGHTS, DOT RULES

In a decision that will have a significant impact on other cities, the U.S. Department of Transportation announced today it has ruled that bus service in Hartford, Conn., and its suburbs violates the rights of that city's minority residents.

The Connecticut Department of Transportation promised to provide a plan for full corrective action by Sept. 15.

The federal DOT's Office of Civil Rights found that express bus service for people traveling from Hartford to work in the suburbs was poor or non-existent, in contrast to extensive service available to residents commuting from predominantly white suburbs to work in the city.

DOT also said buses used on local routes, which must be used by minorities concentrated in the city, are older and less likely to have air-conditioning. As a result, there is a difference in the level of service provided to whites and minorities, DOT said.

"This is a precedent-making decision," said DOT Civil Rights Director Ellen Feingold. "With this determination, we are saying that our public moneys must be used to provide service fairly. The poor and minority communities cannot be cut out of the uses of federal funds."

In a letter to DOT, James F. Shugrue, Commissioner of the Connecticut Department of Transportation, said "As you requested, we will provide a plan by September 15, 1978, for implementing the corrective actions contained in the determination."

Failure to meet that deadline will make the State DOT subject to possible sanctions, including the cutoff of federal financial assistance. (Over the past two years, federal mass transit grants for Hartford totaled approximately \$17 million.) The plan is required to include a compliance schedule and describe the specific changes Connecticut DOT will make in the bus service.

Shugrue said, "We have directed Connecticut Transit Management, Inc. to revise the assignment of buses during the period while the plan is being prepared to assure that a proportionate share of the commuter express routes are served by 1974 vintage buses. This will be in direct ratio of the number of this vintage bus in the Hartford Fleet."

The federal Transportation Department said the Connecticut agency was violating Title VI of the Civil Rights Act of 1964 which prohibits discrimination by race, color or national origin in the uses of federal financial assistance. Feingold indicated that increased use would be made of Title VI in evaluating the use of the department's funding.

Specific federal Transportation Department regulations covering bus service prohibit discrimination in routing, scheduling or quality of transportation. Among the items covered are service frequency, age and quality of vehicles assigned to routes, quality of stations serving different routes, and route locations.

Among requirements to comply with the regulations, the Connecticut DOT will have to provide bus service from Hartford to the suburban areas, where the job opportunities for minorities are located.

Specifically, the federal agency said the service should be comparable to express bus service available to suburban residents on existing express routes, should serve locations close to suburban places of employment, should be developed along with any private transportation service from Hartford to suburban job sites, and should run on a schedule compatible with the transportation needs of Hartford residents who could be employed in the suburbs.

In addition, the Connecticut DOT is asked to consider making a survey of major suburban employers to find out at what times reverse commuting is needed in their areas.

A public information campaign also will be needed to ensure that potential riders, job seekers and employers are informed of the services.

The federal ruling also called for a reallocation of the Hartford system's buses so that an equitable distribution of newer, air-conditioned buses is made. Newly-acquired buses also should be assigned equitably, DOT said.

On learning of Connecticut DOT's intentions, Feingold said, "We are pleased that Commissioner Shugrue has agreed to take immediate steps to bring Connecticut DOT into compliance."

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U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE TUESDAY
August 15, 1978

DOT-11478
Contact: Howard Coan
Phone: (202) 426-4321

DOT SEEKS COMMENTS ON NEED FOR RULES ON RADIOACTIVE SHIPMENT ROUTINGS

To regulate the highway routes used by trucks carrying radioactive materials, the Department of Transportation today suggested four alternative plans, ranging from a broad general rule to DOT approval of each routing.

DOT's Materials Transportation Bureau, an element of the Research and Special Programs Administration, said it was not now proposing adoption of any plan but merely illustrating for public discussion the department's available authority under the Hazardous Materials Transportation Act.

In an advance notice of proposed rulemaking to be published in the August 17 Federal Register, DOT will request comments by Jan. 1 on the various plans and on whether DOT's routing authority should be used at all and, if so, to what extent.

The time and place for a public hearing on the issue will be announced later.

Last April, DOT ruled that federal law does not pre-empt New York City's ban on truck shipments of radioactive materials through the city. DOT is authorized to impose route restrictions on these shipments, the ruling said, but as DOT has not issued such regulations, the local ordinance cannot be pre-empted.

DOT said then it would ask for comments on several possible methods of dealing with truck routings to determine if a federal rule is needed.

The advance notice concerns only highway shipments of radioactive materials, but DOT indicates that it will not rule out future consideration of other hazardous substances and air, water and rail transportation. Of all the modes, highway shipments enter more population centers, DOT says, and trucks transporting radioactive materials are faced with wide disparities in safety requirements imposed by state and local authorities.

An existing DOT regulation generally controls highway routing of all hazardous materials shipped in large quantities. Unless no other practical alternative is available, the rule requires truck routes which do not go through or near heavily populated areas, crowds, tunnels, narrow streets or alleys.

In brief, these are the four alternative routing plans:

(1) Trucking companies would comply with a general routing rule established by DOT's Materials Transportation Bureau (MTB). Specific route approval or licenses would not be necessary or possible.

(2) MTB would establish a general routing rule requiring a license only for certain exceptions, such as a controversial route or an unusual local condition. State and local regulations not consistent with the federal rule would be pre-empted.

(3) An MTB license would be required for each route traveled. A route approval would be given for a certain time period, perhaps two years, then a carrier would need to file a renewal application. Inconsistent state and local requirements would be pre-empted. Among the criteria used to judge a route plan might be carrier fitness, travel times, and availability of alternative means of transportation.

(4) The Nuclear Regulatory Commission, which is jointly responsible with DOT for ensuring use of safe methods to prepare and transport radioactive materials, would be asked to consider routing restrictions for its licensees. (The commission regulates the routes used to transport some sensitive nuclear materials and can consider routing in both regulatory and licensing proceedings.)

Comments should be sent to the Dockets Branch, Information Services Division, Materials Transportation Bureau, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590.

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Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, August 17, 1978

DOT 115-78
Contact: Bill Bishop
Phone : 202/426-4321

Secretary of Transportation Brock Adams said today he favors a 100-mile Metrorail system for Washington, D.C. But he noted that \$5 billion has been committed or is available to the subway system and the next major stages of construction should be:

- 1) "Usable and contiguous" to the lines now in operation; and
- 2) Financed through the use of interstate transfer money and local matching funds.

Commenting on the financial plan presented earlier today to the Washington Metropolitan Area Transit Authority board, Adams noted that the "alternatives analysis" procedure for future Metro routes is now finished.

"We agree with the goal of completing a 100-mile system over the next several years," the Secretary stated.

"We are pleased with the serious effort shown by WMATA to determine its financial needs for completing the total system. Its financial plan provides a basis for local, state and federal agencies to comment and develop specific financing programs."

He added that the Department of Transportation was prepared to support a supplemental appropriation request of \$275 million for fiscal 1979 as our first commitment beyond the presently funded 60-mile system.

Adams said that of the two financing plans released this morning by Metro, the department favors Plan II over Plan I as providing a more realistic schedule for funds and construction.

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Both plans call for completion of Metrorail construction in fiscal year 1986. Plan I has a significantly higher level of federal funding through 1982 than in subsequent years while Plan II sets more even levels of federal spending through the construction period.

WMATA's Plan II calls for the remaining Metrorail construction to be divided into two phases or tiers. The first tier would cost approximately \$1.4 billion or about \$200 million over currently available federal, state and local funding. The second tier would complete the 100-mile system.

Adams said he supports a first tier construction program "provided it can be financed through the use of interstate transfer funds and provided the segments to be built are usable and contiguous.

"Available interstate transfer resources, together with local matching funds, will finance slightly more than \$1 billion in construction and represents our good faith commitment toward the 100-mile system," Adams said.

He added that over the next several months the department will provide detailed comments on the financial plan.

As for funding beyond the interstate transfer account, the Secretary noted that for fiscal years 1983 and beyond, Metro will be eligible for federal funds under normal procedures from the Urban Mass Transportation Administration's (UMTA) Section 3 program on the basis of 80 percent federal and 20 percent state and local matching funding.

"Metro's ability to compete for Section 3 funds will be greatly enhanced if collectively the local and state governments can establish a regional tax or some source of dedicated revenue to provide local capital, operating and debt service funds," the Secretary added.

The UMTA Section 3 program provides grants to cities for capital construction of mass transit systems. Several cities, including Miami, Atlanta and Baltimore, have received federal aid under this program.

Adams cited one area of disagreement in the Metro funding proposals. "We do not agree with the 80-20 matching ratio on the debt service of Metro's revenue bonds," he said. The debt service includes both the principal and interest payments due on the bonds. Under Metro's plan, the federal share in fiscal 1980 would be \$46 million and would reach \$101 million by the year 2015.

Adams added that while not agreeing with the 80-20 split on debt service, "we are willing to negotiate a new agreement with Metro."

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U. S. Department of Transportation

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Washington, D.C. 20590



FOR RELEASE AT 11:00 A.M. FRIDAY
August 18, 1978

DOT-116-78
Contact: Carolyn DuBose
Phone : 426-4321

JOAN MONDALE AND SECRETARY ADAMS ENCOURAGE ARTS IN TRANSPORTATION

Baltimore, Md. -- Mrs. Joan Mondale, wife of the Vice President, and Secretary of Transportation Brock Adams today launched new efforts in an "Arts in Transportation" program at ceremonies in Baltimore's historic Pennsylvania Railroad Station.

Secretary Adams announced a series of grants for art in transportation facilities in Baltimore, Atlanta, Cambridge, Mass.; as well as panels of experts to advise on selection of art works for railroad stations in Philadelphia and Wilmington.

-- Baltimore's turn-of-the-century Beaux Arts style, six-story Pennsylvania Railroad Station will receive funds from the Northwest Corridor Improvement Project.

-- Atlanta's Airport Authority will receive a \$200,000 grant for commissioning original art works for its new Hartsfield International Airport Terminal.

-- The Massachusetts Bay Transit Authority will receive \$45,000 to work with the Cambridge Arts Council to design the new Cambridge subway stations.

These grants are part of the department's "Design, Art and Architecture in Transportation" program announced a year ago to encourage communities across the nation to promote the use of quality design in transportation facilities.

In addition, Secretary Adams announced the selection of a distinguished panel of Philadelphia art experts to choose appropriate art for Philadelphia's 30th Street Railroad Station. They are: Suzanne Delehanty, Director of the Institute of Contemporary Art, University of Pennsylvania; Janet Kardon, Director of Exhibitions, Philadelphia College of Art, and Anne D'Harnoncourt, Curator of 20th Century Art, Philadelphia Museum of Art.

Similar councils are being selected for Baltimore and Wilmington.

Standing in the two-story high Main Hall of the imposing old station, Secretary Adams pointed out the glass domes and skylights overhead, which had been painted over for World War II blackouts and now have been restored to their former beauty. "We are commissioning new stained glass windows in the concourse area to complement the existing dome," Adams noted.

The Baltimore station, which is one of Amtrak's most heavily used stations, is on the National Register of Historic Places and is presently undergoing restoration efforts that include air conditioning of its waiting room, refurbishing the terrazzo, marble and mosaic floors and walls, and installing a new roof.

Speaking of the efforts to improve the Northeast Corridor, Adams said:

"This Administration is committed to good design in our transportation systems. Our policy is to preserve the charm and the grandeur of these old stations, while at the same time doing the remodeling and adding the facilities and comforts needed to make them useful today and for tomorrow's travelers."

Mrs. Mondale said that historic railroad stations, like the one in Baltimore, are "an endangered species." She called the Penn Station an architectural landmark worthy of preservation and restoration.

"I think if we gave the design arts as much care and attention as we do the technical arts, people would notice it in their travels and appreciate the results."

The nationwide arts program being highlighted here represents a major step toward realizing President Carter's larger plan of making federal projects compatible with local cultural and historic objectives.

Attending the Baltimore ceremonies were representatives of Baltimore, Cambridge, Atlanta and Philadelphia art communities as well as local, transit and government officials.

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U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY

August 18, 1978

DOT-11778

Contact: J. Clingerman

Phone: (202) 426-4321

STATES ESTIMATE \$7.3 BILLION
NEEDED FOR COAL ROADS BY 1985

Coal producing states estimate they will need about \$7.3 billion between now and 1985 to build and recondition roads for hauling coal, according to a Department of Transportation study sent to Congress today. Appalachian states account for \$6.4 billion of that total.

Entitled Highway Needs to Solve Energy Problems, the report concentrates on the needs of coal-hauling highways.

The report recommends establishing a federal program supported by a "coal severance tax" to aid states in coal hauling areas.

"Transporting coal by truck is and will continue to be a major part of the energy transportation system," said Secretary of Transportation Brock Adams. "But in states where coal hauling over highways is most important, it appears that available revenues under existing laws will not be sufficient to meet all reported needs."

The study recommends a federal aid program in which the states, in conjunction with the DOT's Federal Highway Administration, would designate a coal hauling highway system consisting of any roads or bridges necessary to efficiently transport coal. A special "coal severance tax" would be established to defray the costs of any federal-aid program.

"Since the coal industry and, ultimately, coal users will derive important benefits from coal road improvements, they should bear the cost of making the improvements," Adams said.

"We recommend the use of a coal severance tax in order to keep the costs within the coal sector. This would allow the price of coal to more adequately reflect all necessary production and transportation costs," he added.

The report said that the Departments of Transportation and Energy will continue studying national coal severance taxes to determine whether to recommend a special federal coal roads program from such a funding source.

The report also recommended that because coal road and railroad grade crossing needs identified in the study require immediate attention relief should be provided the states from existing funding sources.

However, Adams emphasized, "this is not to say that the federal government should shoulder the full burden of a coal road improvement program. States and localities should also be increasing their involvement with the problem consistent with the federal-state partnership in highway construction."

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U.S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
August 23, 1978

DOT 119-78
Contact: Jerry Clingerman
Tel: 202-426-4321

GUIDE HELPS ASSESS ENVIRONMENTAL EFFECTS OF AIRPORT CHANGES

The U.S. Department of Transportation has published a guide for assessing the effect that airport improvements have on the surrounding environment.

The 4-volume set, consisting of a users' guide and three technical notebooks, provides information on incorporating environmental considerations into airport planning and methods of determining the potential effects of airport development on the surrounding community. A glossary and annotated bibliography are included.

The notebooks are designed principally to aid airport authorities responsible for planning, evaluating and selecting airport improvements to meet environmental standards.

In addition, guidebooks will help citizen groups, regional and state planning agencies and federal agencies involved in reviewing and commenting on the environmental aspects of airport improvements.

Entitled Environmental Assessment Notebook Series: Airports, the guide is the second in a planned series of three. The first, published in 1977, covers highway environmental assessment and the third will cover assessment of the environmental effects of public mass transportation projects.

The airport environmental assessment set is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The stock number is 050-000-00138-5. Price for the set is \$15.50.

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U. S. Department of Transportation

news:



Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR RELEASE AT 9:00 A.M., FRIDAY
August 25, 1978

RETURNING BALLOONISTS
AWARDED DOT MEDAL

DOT-120-78
Contact: Bill Bishop
Phone: 202/426-4321

NEW YORK, N.Y. -- Triumphant tranatlantic balloonists Max Anderson, Ben Abruzzo and Larry Newman were decorated today with the Extraordinary Service Medal by Deputy Secretary of Transportation Alan Butchman.

Greeting the three flyers of the Double Eagle II as they debarked an Air France Concorde at JFK International Airport, Butchman said, "Because it took personal conviction, individual courage and total commitment, yours is an achievement of the greatest magnitude."

Pointing out that the trio had used the original method of air transportation to win a new victory in the conquest of the skies, Butchman told the returning heroes, "You have given the American people and the whole world something to cheer about."

The gold Extraordinary Service Medal is awarded by the department's Federal Aviation Administration for actions resulting in the significant advancement of aviation.

The FAA monitored the successful transatlantic balloon flight, first by issuing an air worthiness certificate for the now famous Double Eagle II.

John Van Horn, Chief of the Portland, Maine, General Aviation District Office, issued the special certificate and held meetings with the three balloonists to explain their craft's operating limitations and to check out the flight plan.

During the first phase of its flight, the Double Eagle II was under the close scrutiny of FAA air traffic controllers as it was launched within the busy air traffic area of Loring Air Force Base, Presque Isle, Maine.

Double Eagle II left Presque Isle at 8:42 p.m. on August 11 and landed in a field near Paris at 7:50 p.m. on August 17, thus making the three Americans the first balloonists to conquer the Atlantic.

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U. S. Department of Transportation

news:



Office of Public and Consumer Affairs
Washington, D.C. 20590

FOR RELEASE NOON
Wednesday, August 30, 1978

DOT 12278
Contact: J. Clingerman
Phone: 202/426-4321

Automatic Restraint Systems
In Cars Saving Lives, Adams Says

Secretary of Transportation Brock Adams today said automatic restraints in automobiles are already saving lives and a new survey shows the public supports the government's decision to make them mandatory in all cars.

In a progress report on airbags and automatic belt systems, Adams told a Washington news conference that several auto manufacturers intend to offer airbags at least one year ahead of schedule.

In June 1977, the Secretary had ordered automatic crash protection for automobiles on a phased-in schedule beginning in September 1981.

DOT's progress report shows that after more than one billion miles of travel in Volkswagen Rabbits equipped with automatic belts, the fatality rate for these cars was .78 per 100 million miles of vehicle travel compared with a fatality rate of 2.34 in Rabbits equipped with conventional safety belts.

After nearly 600 million miles of travel of airbag equipped cars, mostly those made by General Motors for 1974 through 1976 models, the fatality rate was .85 per 100 million miles, about half the rate observed in full-size cars equipped with conventional belts.

Domestic automakers have indicated that they plan to offer various automatic restraint systems as options on some of their models at least one year in advance of the effective date of the standard.

General Motors, Ford, Chrysler and Volvo intend to offer airbags one year before they are required to do so; Volkswagen and General Motors currently are selling cars with automatic belts; and Ford and Toyota have announced that they also will offer automatic belts in advance of the requirement.

A new national survey, conducted in May by Peter D. Hart Research Associates Inc., found 58 percent of some 2,000 adults interviewed strongly or moderately supported Adams' decision on automatic restraints and 25 to 28 percent opposed it.

"Highway safety is of the utmost concern to all Americans. An effective safety program requires the support and cooperation of the public and industry. I am encouraged by the support shown by the public and the conscientious efforts being made by industry to help save lives and reduce injuries on our nation's roads," Adams said.

Joan Claybrook, Administrator of DOT's National Highway Traffic Safety Administration, said the Hart survey shows that most people think cars should be built with as many safety features as possible, consider them an important element in purchasing a car, and generally are favorable to government auto safety regulation.

The regulation ordered by Secretary Adams requires that automatic restraints be installed in 1982 model full-size cars, in 1983 intermediate and compact cars, and in 1984 subcompacts.

DOT estimates that 9,000 lives will be saved and tens of thousands of serious injuries will be averted each year once automatic restraints are installed in all cars on the road.

The Hart survey found that:

- Only about a quarter of the population report they use safety belts all or most of the time. Current safety belts are perceived as very uncomfortable and difficult to use.
- The public rates airbags above automatic or active belts for their safety protection, comfort, ease of use, and appearance.
- Airbags are much better known than automatic seat belts. Nevertheless, the public wants much more information about airbags, their operation and dependability, while automatic belts seem readily understood when they are explained.
- A majority of Americans strongly oppose laws that would require safety belt use. Only 21 percent of those surveyed said they favored federal or state laws requiring the use of belts, with fines for non-use, while 18 percent said that the idea of such laws was fair, and 57 percent viewed them as "poor."
- When asked to choose between airbags and automatic belts the public divides its preference about evenly, with price being a consideration for fewer than a third of the people surveyed. There is a definite constituency for each system with younger people tending to prefer airbags.

U. S. Department of Transportation

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Office of Public and Consumer Affairs

Washington, D.C. 20590



FOR IMMEDIATE RELEASE THURSDAY
August 31, 1978

SIMPSON WILL REPRESENT DOT
IN FIVE-STATE FEDERAL REGION

DOT-R-2078
Contact: Jerry Clingerman
Phone: (202) 426-4321

Marvin B. Simpson III has been appointed the U. S. Department of Transportation's representative for the states of Texas, Arkansas, Louisiana, New Mexico and Oklahoma, Secretary of Transportation Brock Adams announced today.

Simpson, whose headquarters will be in Dallas, Tex., will serve as the Secretary's personal representative in the federal government's Region VI, which includes the five states.

Simpson, 33, comes to the department after serving as the House Majority Leader's Staff representative on the House Budget Committee and with the House Public Works and Transportation Committee staff, where he worked on aviation investigations for the Subcommittee on Investigations and Review since April 1976. His committee work was primarily in the area of commercial aviation safety and economics.

Before coming to the House committee, Simpson worked for several local and federal agencies, including the Department of Housing and Urban Development and Tarrant County (Fort Worth), Tex., where he was director of planning and management for the county.

While with Tarrant County Simpson was a member of the Regional Transportation Advisory Commission, the Regional Transportation Policy Steering Committee and the National Transportation Policy Committee of the National Association of Counties.

Born in Austin, Tex., and raised in Fort Worth, Simpson was graduated in 1967 from Texas A&M University with a B.S. degree in sociology and received his master's degree in urban and regional planning the following year from the same institution.

Simpson was named among the "Outstanding Young Men of America in 1976" and was listed in "Who's Who in Texas" in 1975.

Simpson and his wife, Nancy, have three children.

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U. S. Department of Transportation

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Office of Public and Consumer Affairs

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FOR RELEASE AT 12 NOON
Thursday, Aug. 31, 1978

DOT-12378
Contact: Jerry Clingerman
Phone: (202) 426-4321

KARL BOWERS NEW ADMINISTRATOR
OF FEDERAL HIGHWAY ADMINISTRATION

Karl S. Bowers was sworn in today as Federal Highway Administrator of the Department of Transportation at a ceremony presided over by Secretary Brock Adams.

Bowers, 36, has served as acting administrator since May 1, and previously was deputy administrator, a post to which he was appointed in June, 1977.

"Karl Bowers has done a superb job here at the department. I know he will continue to work tirelessly and effectively for the nation's highway programs and transportation goals," Adams said at the ceremony.

Bowers said, "Highway are more important and vital today than they have ever been, but now they are no longer a separate entity in the transportation field. I look forward to the challenge of fully integrating the highway system into the nation's total transportation network."

A native of Estill, S.C., Bowers served three years as the first Chairman Emeritus (1976) and State Highway Commissioner of the South Carolina State Highway and Public Transportation Commission before joining the U.S. Department of Transportation.

While serving as South Carolina's State Highway Commissioner, Bowers also operated an insurance and real estate business in Estill, S.C. Previously, he had served as Judge of Magistrate's Court for Hampton County, S.C., and had been an account executive with Radio Station WSAV in Savannah, Ga.

Born October 31, 1941, he is a graduate of Virginia Southern College, Roanoke, Va., and also attended the University of South Carolina and Armstrong College in Savannah. He served in the U.S. Air Force from 1961 to 1962.

Bowers is a Judicial Associate of the American Bar Association; a Life Member of the South Carolina Magistrate's Association, and Chairman Emeritus of the South Carolina Highway Commission.

He is married to the former Susan Davis, and they have three sons, Karl, Jr., 11; Tim, 8, and Neal, 5.

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FOR RELEASE AT 12 NOON
Thursday, Aug. 31, 1978

HASSELL NEW DEPUTY
OF HIGHWAY ADMINISTRATION

DOT-12478

Contact: William Bishop
Phone: (202) 426-4321

John S. Hassell, Jr., was sworn in today by Secretary of Transportation Brock Adams as Deputy Administrator of the department's Federal Highway Administration.

Hassell, 35, succeeds Karl S. Bowers, who today became Administrator of the Federal Highway Administration. Before promotion to his new position, Hassell had served since August 1977 as FHWA's Associate Administrator for Planning.

Before joining the federal government, Hassell was employed from January 1973 to August 1977 by the Georgia Department of Transportation and successively held the positions of chief of the Systems Research Branch and chief of the Policy and Planning Section.

During his association with the Georgia DOT, he worked with the American Association of State Highway and Transportation Officials on transportation funding and the National Governors Conference Committee on Transportation, Commerce and Technology on transportation policy.

Born in Tallahassee, Fla., Hassell is a graduate of the Georgia Institute of Technology, Atlanta, where he received bachelor's and master's degrees in civil engineering. His education was interrupted by two years service in the U.S. Army, during which time he was an instructor at the U.S. Army Engineer School, Fort Belvoir, Va. He is a registered professional engineer and a captain in the U.S. Army Reserve.

The Deputy Administrator is married to the former Barbara Ann Stutts of Pinehurst, N.C. The Hassells live in Fairfax, Va.

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