

U.S. Department of Transportation

news:



Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY 11:00 A.M.
October 2, 1978

DOT R-27-78
Contact: Jerry Clingerman
Phone: (202) 426-4321

SECRETARY ADAMS APPROVES
I-10 PROPOSAL IN PHOENIX

Secretary of Transportation Brock Adams today approved the completion of Interstate Highway 10 in Phoenix, Ariz., along the West Papago-Inner Loop corridor.

The project consists of a 15-mile freeway beginning at 91st Avenue running east parallel to McDowell Road to approximately 20th Street, where it will turn south and connect with the existing Maricopa Freeway to close the I-10 gap in the Phoenix area.

The estimated cost of the project is \$425 million in addition to \$48.6 million already spent. The federal share will be 90 percent.

Adams noted that as Secretary of Transportation it is his responsibility to "develop more effective urban transportation systems which are responsive to the President's urban policy."

"In carrying out that responsibility we must promote the development of transportation systems that embrace various modes of transportation and are consistent with community planning and development goals as well as overall social, economic, environmental and energy conservation objectives," Adams said.

The Secretary noted the long history of planning in the corridor and said that the alternative chosen, if it is carefully designed and constructed, will be consistent with these goals and objectives.

Secretary Adams has met with members of the Arizona Congressional delegation, with the mayor of Phoenix and other officials interested in the project.

- more -

In addition, he has met with representatives of organizations opposed to the project in the West Papago-Inner Loop corridor.

The Secretary has received written views from interested citizens and organizations, expressing both support for and opposition to the proposal. He also made a personal inspection of the West Papago-Inner Loop corridor on Aug. 25, 1978.

Secretary Adams said his approval of the project is subject to compliance with all applicable Federal Highway Administration requirements. The Arizona Department of Transportation also must agree to certain specific conditions, including:

- Continued archeological testing of sites affected by construction of the freeway. If additional testing should lead to discovery of significant archeological structures, the state will be required to consider possible route realignment to avoid the sites and to take other measures to minimize harm to the sites.

- To minimize community disruption and noise, extensive decking will be constructed over the below ground section of the Inner Loop between 3rd Avenue and 3rd Street. Additional studies will also be undertaken to identify other sensitive areas adjoining the highway and decking will be provided in those areas if justified.

- Exclusive bus and carpool use of one lane of I-10 in each direction during peak hours, with provision for preferential access and egress.

- Consideration of six-lane (rather than eight) design for the Inner Loop section.

- Sound-proofing at project expense for Kenilworth school and similar noise-sensitive public use sites if noise standards would otherwise be exceeded at those sites.

- Exclusion of heavy duty trucks from a portion of the Inner Loop between the 19th Avenue interchange and the Buckeye Road interchange, if necessary to meet the Federal Highway Administration noise standards.

- Re-examination by Arizona DOT and the Federal Highway Administration of traffic demand and anticipated effects of the proposed interchanges in order to make a judgement on possible elimination of some of the interchanges.

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U. S. Department of Transportation

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

FOR RELEASE WEDNESDAY
October 4, 1978

DOT 136-78
Contact: Howard Coan
Phone: (202) 426-4321

ADAMS APPROVES CHANGES TO IMPROVE HAZARDOUS CARGO TRANSPORT SAFETY

Secretary of Transportation Brock Adams today directed his department to develop a plan for a nationwide, toll-free telephone response center to deal with hazardous materials transportation accidents and to design a training program for volunteer firefighters to enable them to handle those emergencies more effectively.

Adams also approved other recommendations made today in a report by a task force he appointed last April to evaluate the department's hazardous materials program. The changes that Adams approved are designed to improve the safety of transporting hazardous materials and better prepare for possible future accidents.

Under Adams' proposed plan, the Coast Guard's existing National Response Center, which handles spills of oil and hazardous substances on the seas and waterways, would be expanded into a 24-hour-a-day communications center within DOT to notify state, local and industry officials of hazardous materials accidents and quickly provide assistance for reducing the accident's effect.

"A single 800 toll-free telephone number could be widely publicized and become as familiar as the digits '911' are for other emergencies," the task force report said.

DOT would offer the training program for volunteer firefighters and other part-time emergency service personnel to state and local governments at the lowest possible cost, Adams said. Current DOT programs reach only a limited number of emergency response personnel, he added.

About 80 percent of the 1.25 million U.S. firefighters are volunteers and there are about 27,000 fire departments.

"In general, the fire departments in major cities have sophisticated equipment and trained personnel to handle most hazardous materials incidents," the report said. "The training effort must concentrate on the part-time firefighter who, even though a dedicated volunteer, may not have the time or resources to devote to lengthy and expensive training."

Adams also asked DOT's Research and Special Programs Administration to design and publish a more comprehensive hazardous materials emergency action guide than is currently distributed by DOT.

Last year billions of tons of hazardous materials were shipped by rail, truck, aircraft, barge and ship in the United States. Accidents related to these shipments resulted in 31 deaths and approximately 750 injuries, the task force report said.

"This seemingly good safety record," the report added, "as compared to, say, automobile-related fatalities, masks the potential for disaster in the transportation of hazardous materials. The public concern over the possibility of major hazardous materials accidents is warranted in light of the devastating effect that a single mishap can produce."

Adams directed the department to take these other actions to complement a series of recent improvements in the hazardous materials program made during his administration:

- Establish a standing, top-level DOT committee on hazardous materials to provide a departmental focal point for the various programs, coordinate DOT's hazardous materials programs with other federal agencies, and advise Adams on hazardous materials policies, legislation and problems.

- Establish a centralized system to collect and analyze hazardous materials information to improve the department's program planning and analysis.

- Continue efforts to make the Environmental Protection Agency's list of hazardous wastes and substances and DOT regulations defining hazardous materials as compatible as practicable.

- Continue accelerated regulatory efforts and studies on the transportation of liquefied energy gases.

He also directed DOT's General Counsel to determine whether the department's enforcement of the civil and criminal penalties on hazardous materials violations is consistent with the nature and seriousness of the violation, and is assessed equitably by all of the DOT administrations. Existing information seems to indicate that penalties for the same violations vary among the DOT administrations, Adams said.

Dr. James Palmer, newly appointed Administrator of the Research and Special Programs Administration, will chair the committee responsible for implementing the recommendations.

U. S. Department of Transportation

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Office of Public and Consumer Affairs

Washington, D.C. 20590



FOR RELEASE TUESDAY
October 10, 1978

DOT 137-78

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

TRAFFIC-RELATED AIR QUALITY CONTROL MEASURES ANALYZED

The U.S. Department of Transportation has published a study analyzing efforts in the Denver, Colo., area to implement and administer air quality control measures in transportation programs.

The study found that inexpensive simplified analysis techniques can provide useful information on the effectiveness and the effects of transportation and air quality measures.

It also found that the requirements for cooperation between government agencies often are greater for transportation and air quality control measures than for many large capital expenditure projects.

The study was undertaken to aid metropolitan areas in implementing transportation control plans to meet the standards of the Clean Air Act. Findings of the study should be useful to metropolitan areas throughout the nation.

Using the Denver Air Quality Control Region as a case example, the study examined such measures as vehicle inspection and maintenance, ride sharing, parking management, bicycling and mass transit.

The study, entitled "Implementation and Administration of Air Quality Transportation Controls: An Analysis of the Denver, Colorado Area," was sponsored by DOT in cooperation with the Environmental Protection Agency.

Copies of a summary of the study are available from the Office of Environment and Safety, P-20, U.S. Department of Transportation, Washington, D.C. 20590. Copies of the full report are available from the National Technical Information Service, Springfield, Va. 22161.

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Office of Public and Consumer Affairs

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FOR RELEASE TUESDAY
October 10, 1978

DOT 138-78

DAYLIGHT SAVING TIME
ENDS ON OCTOBER 29

Daylight Saving Time is winding down. Officially, at 2 a.m. Sunday, October 29, most of the United States returns to Standard Time, and clocks should be set back one hour.

Under the Uniform Time Act, administered by the U.S. Department of Transportation, Standard Time is observed from the last Sunday in October until the last Sunday in April. Daylight Saving Time will return at 2 a.m. Sunday April 29, 1979.

Areas which do not observe Daylight Saving Time are Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone.

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For further information
contact:

Bob Ross
(202) 426-4723

U. S. Department of Transportation

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Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
October 13, 1978

DOT 139-78

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

DOT-DOE PLAN REGIONAL HEARINGS
ON FUTURE ENERGY TRANSPORTATION

The Departments of Transportation and Energy will hold four public hearings on a study the two agencies are conducting to determine if the nation's transportation system can meet future energy needs.

The hearings in Atlanta, Denver, Los Angeles and Boston are expected to obtain information and comments on the issues involved and the regional and local impacts of anticipated changes in the transportation system.

DOT and DOE announced last June they will look into the potential movement of coal, oil, natural gas, electric power and nuclear fuel to 1985 and beyond to determine what transportation system changes are needed. Although the study's major emphasis is transportation needs to 1985, DOT and DOE also will examine the transportation needs for the years 1990 and 2000.

The two departments are following through on a request made by President Carter in his National Energy Plan, which anticipates the United States will have to increase greatly its use of coal and other energy sources to offset expected oil shortages.

A final report is expected to identify possible bottlenecks and problems that may be encountered in transporting these fuels and recommend any federal actions that may be necessary.

Potential difficulties include financing any increased transportation system capacity, future availability of advanced techniques for transporting energy materials, environmental and social impacts caused by such changes as increased coal unit-train traffic and high-voltage electrical transmission, and the need for safeguards in the movement of such potentially hazardous materials as liquefied energy gases and spent nuclear fuel.

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The hearings will begin at 9 a.m. on October 30 in Atlanta at the Sheraton Biltmore Hotel; Nov. 3 in Denver, Executive Tower Inn; Nov. 6, Los Angeles, Bonaventure Hotel; and at 10 a.m. on Nov. 13 in Boston in the Gardner Auditorium at the State House.

Requests to speak at the hearings should be sent to the Office of Intermodal Transportation, P-10, Room 9217, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590. The deadline is Oct. 20 for the Atlanta hearing, Oct. 24 for the Denver and Los Angeles hearings and Oct. 30 for the Boston hearing.

For further information on the hearings, contact Nancy MacRae, Staff Member, National Energy Transportation Study, Office of Intermodal Transportation, DOT, phone: (202) 426-4203, or Diana Diamond, Office of Policy and Evaluation, DOE, phone: (202) 566-9037.

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FOR IMMEDIATE RELEASE
Wednesday, October 18, 1978

DOT 142-78

Contact: Howard Coarr
Phone: (202) 425-4321

DOT AGENCY CHIEF SELECTS
MINORITY AFFAIRS ADVISOR

James D. Palmer, Administrator of the Department of Transportation's Research and Special Programs Administration, announced today he has appointed Wilbur Williams, a DOT employee with 29 years of federal government service, as his special advisor on minority affairs.

Williams will be concerned principally with increasing the administration's involvement in DOT's Minority Business Enterprise Program, which is designed to have more minority businesses participate in contracts and projects funded by the department.

The minority business program has set a goal that an annual percentage of the department's contracts be directed toward minority firms. In his new job, Williams will identify minority companies qualified to work for the Research and Special Programs Administration and he also will serve as a liaison with the minority business community.

"As the newest of DOT's operating elements, we are determined to be very active in supporting minority businesses, as well as setting an example in the entire field of equal employment opportunity," Palmer said.

Williams, 49, has been employed at DOT since 1970, the last four years as a program analyst and minority affairs coordinator with the Office of University Research, a part of the Research and Special Programs Administration.

In 1976 Williams received the Secretary's Award for Meritorious Achievement, the department's second-highest honor, for planning and implementing a program to improve DOT's relations with minority colleges. The program aided these colleges in developing and writing research proposals to be submitted to the

Office of University Research. He also has visited many minority colleges to discuss their research programs.

A native of Washington, D.C., he attended Howard and American Universities. He held positions with several federal agencies before coming to DOT, including 16 years as a research analyst with the Library of Congress.

Williams and his wife, the former Dolores Jones, live in Suitland, Md. They have four children.

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Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Friday, October 20, 1978

DOT-14478

Contact: Jerry Clingerman

Phone: (202) 426-4321

DOT URGES ICC TO CONSIDER
APPLICANT'S RACE IN GRANTING
HOUSEHOLD GOODS MOVING LICENSE

The U.S. Department of Transportation today urged the Interstate Commerce Commission to give special consideration to the race of a minority applicant in deciding whether to grant new licenses for household movers operating nationwide.

At present, no minority firms hold such licenses, DOT pointed out.

In written comments to the ICC concerning the application for nationwide services by Allstates Transworld Van Lines, Inc., a minority-owned household goods mover, DOT General Counsel Linda Kamm noted that past ICC policies of limiting the licensing of new household goods movers has worked to the disadvantage of minorities.

"We do not believe the ICC has engaged in overt racial discrimination," Kamm said. "However, the policy of severely limiting entry into the household moving industry, has proved to be a severe obstacle to minority firms."

Kamm noted that when the ICC began regulating entry in 1935 few minority owned motor carriers existed because of overt racial discrimination practiced in the nation at that time.

"The effect of this pattern of discrimination has been to present almost insurmountable obstacles for minority entrepreneurs seeking to form and operate trucking companies to provide wide-scale household goods moving services," Kamm said.

Kamm noted that of the 2,500 household goods movers with ICC operating authority today only 18 are minority owned and none of them has more than 23-state authority and consequently none has annual revenues in excess of \$500,000.

"Since the early 1940s, not a single black entrepreneur has been granted a license by the ICC to operate in the household goods moving industry," Kamm said.

Kamm pointed out that the ICC has the authority to make race a factor in its decisions, although the agency traditionally has not done so. However, the federal government is committed and has the backing of the courts, including the Supreme Court, to affirmative action programs, the general counsel said.

"DOT believes that the long term solution to under-representation of minorities is the easing of entry regulations within the industry which also will improve service to consumers. In the immediate future, however, we believe the ICC should consider racial factors in making its decisions on granting operating authority to fit, willing and able carriers," Kamm said.

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FOR IMMEDIATE RELEASE
Monday, October 23, 1978

DOT-R-2878
Contact: Beverly Silverberg
Phone: (202) 426-0881

ADAMS, SEN. HASKELL TO DEDICATE
NEW PUEBLO RESEARCH FACILITY

Secretary of Transportation Brock Adams and Colorado's Senator Floyd Haskell will dedicate the new research facility for railroad and transit equipment at the Transportation Test Center in Pueblo, Colo. on Wednesday, Oct. 25.

The first of its kind in the U.S., the Rail Dynamics Laboratory contains two large test machines, the vibration test unit and the roll dynamics unit. This equipment is designed to reproduce the vibrations and movements of a locomotive, freight or transit car in actual service.

"The railroad industry can now test new equipment under controlled laboratory conditions instead of exposing people and products to untried innovations in on-the-road-service," Secretary Adams said.

"Manufacturers and researchers using this facility will be able to test their vehicles for safety, improved ride quality and stability," he said.

The dedication program will include a demonstration of the roll dynamics unit at 12:45 p.m.

The vibration test unit is not yet in operation. When operable, it will be able to simulate the roughness of any section of track by using pre-recorded, computerized data, and then reproduce the vehicle vibrations in the Rail Dynamics Laboratory.

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The laboratory building and equipment are valued at \$19 million and took 3 1/2 years to complete.

The facility is available for use by government agencies, railroads, car builders, locomotive manufacturers, trade associations, universities and researchers, both U.S. and foreign. Each user will pay the cost of conducting his own test program.

DOT's Federal Railroad Administration and Urban Mass Transportation Administration worked together to define the laboratory concept and numerous industries participated in the design, fabrication and equipment.

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Office of Public and Consumer Affairs

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FOR RELEASE MONDAY 2:30 PM

October 23, 1978

DOT 143-78

Contact: Bill Bishop

Tel.: 202-426-4321

FIRST SOLAR HEATED CONTROL TOWER TO BE BUILT AT SOUTH BEND AIRPORT

SOUTH BEND, IND. --- A new traffic control tower at South Bend's Michiana Regional Airport will be the first in the nation equipped with a solar energy system, Secretary of Transportation Brock Adams said today.

The new tower, costing about \$1.8 million, is expected to be in operation in 1980.

Secretary Adams said bids on the project will be requested next month, groundbreaking for the facility is scheduled for March 1979, and commissioning is slated for June 1980.

In remarks prepared for a news conference in the Century Center prior to an inspection of Conrail's freight yards in Elkhart with Rep. John Brademas Adams said the solar energy unit is expected to furnish up to 40 percent of the new tower's heating needs.

"Not only will solar heating systems save money and reduce pollution, but they also conserve other sources of energy -- most importantly, petroleum," Adams said.

Except for Alaskan airports, Adams said that DOT's Federal Aviation Administration expects that all new control towers will be equipped with solar heating systems.

Such systems, he said, are included in the plans for new towers scheduled to be constructed in Springfield, Ill.; Cedar Rapids, Iowa; Rochester, N.Y.; Chattanooga and Nashville, Tenn.; and the Spirit of St. Louis Airport, St. Louis, Mo.

"It's not just a case of wanting the federal airport facilities to be good neighbors," the Secretary said. "We have an obligation to demonstrate the efficiency of this resource-saving system and thereby encourage more widespread general use wherever feasible."

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Solar-heating systems of the type to be used in the Michiana tower are uncomplicated in concept and economical to install and maintain.

Since the tower wall acts as the heat collector, the cost of installing the system is virtually the same as that for building a conventional wall.

The system consists of a wall covered with black glass or plastic. The airspace between the wall and its outer covering contains plastic tubes filled with water in which the heat is stored. As needed, the heat moves through ducts into the building. Depending upon its location, such a system can supply from 15 to 40 percent of a building's heating needs.

"The operators of Michiana must be out to set a record for innovation," Secretary Adams commented. He noted that in addition to becoming the site of the first solar energy-equipped control tower, the FAA approved in August a \$3 million project to expand the existing airport terminal to include a bus terminal and provide for a future direct railroad link and train terminal."

"Now," he said, "when transportation jargonists talk about an 'intermodal interface' I'll be able to point to Michiana to explain what they mean."

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FOR RELEASE TUESDAY AT NOON
October 24, 1978

R-2978
Contact: Howard Coan
Phone: (202) 426-4321

ADAMS SAYS PA. AIRPORT UPGRADING WILL RESULT IN BETTER AIR SERVICE

Secretary of Transportation Brock Adams said today the improvements at Allentown-Bethlehem-Easton Airport in Pennsylvania financed by a \$2.1 million DOT grant will allow larger aircraft to provide better service, and bring more jobs and economic growth to the area.

As a result of the airport upgrading, Adams said the people and the products of the Lehigh Valley are closer to the markets of the nation.

Adams made the comments in remarks prepared for a ceremony dedicating the main runway extension and other airport improvements.

Adams also said "the air transportation industry is entering a new era of growth and your airport will gain a large share of this new business because of the improvements."

The \$2.3 million airport improvement program was financed by a \$2.1 million federal airport grant, with the remainder of the cost divided equally between the state and the Lehigh-Northampton Airport Authority.

The 1,440-foot extension, which lengthens the main runway to 7,600 feet, will remove load restrictions on 727 and DC-9 airplanes that land at the airport, and permit non-stop flights to go as far as Florida and the West Coast, Adams said.

Larger aircraft, such as DC-10s and L-1011s, also will be permitted to use the airport, although they will operate under some weight restrictions, Adams said.

The newly completed runway has been in use since Sept. 22.

The federal funds also were used for improvement of the airport taxiway, to install lights, other navigational aids and for grooving and marking of the runway.

A record number of passengers used Allentown-Bethlehem-Easton Airport last year. The 541,389 passengers who arrived and departed broke the previous mark, set in 1976, by about 10 percent.

Adams reminded his audience that traffic on the nation's scheduled airlines for the first eight months of 1978 was up 18 percent over last year and in August the rise was 23 percent.

"At this rate, the airline industry may ring up a billion dollars in earnings for the year," Adams said.

Discount fares have made air transportation affordable to more people, Adams noted. "This means more revenue for the airlines and for airport operators."

"It means planes are flying people instead of empty seats, and that's why the airlines can offer bargain fares. It's a happy circle in which everyone involved benefits," Adams said.

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U.S. Department of Transportation news:



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

FOR IMMEDIATE RELEASE
Tuesday, October 24, 1978

DOT 145-78
Phone: (202) 426-4321
Contact: Bill Bishop

STATEMENT OF SECRETARY ADAMS ON THE FIRESTONE TIRE CASE

I have today received the signed agreement from the Firestone Tire and Rubber Co. calling for the recall of Firestone 500 Steel Belted Radial Tires and Firestone TPC Steel Radial Tires under the terms announced on October 20.

The confirmation of this agreement by Firestone sets into motion the removal from our highways of some 7.5 million potentially life-endangering tires. It reaffirms the consumer's right to be assured of a safe product.

It is fashionable today to attack the government's regulatory powers. The Firestone tire case, however, shows the wisdom of allowing citizens to use their government to force action that they could not gain as individuals.

The agreement is a victory for highway safety. Firestone will make every effort to reach its tire purchasers through newspapers and television. Copies of the agreement will be part of the public record, available for inspection at DOT's National Highway Traffic Safety Administration.

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U. S. Department of Transportation

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, October 26, 1978

DOT 146-78

Contact: Howard Coan

Phone: (202) 426-4321

LEON D. SANTMAN HEADS DOT'S MATERIALS TRANSPORTATION BUREAU

Leon D. Santman, a lawyer and former Coast Guard officer, has been named director of the Department of Transportation's Materials Transportation Bureau, the department announced today.

Santman had served as the bureau's acting director during the past year and, for two years, was DOT's assistant general counsel for materials transportation law.

The Materials Transportation Bureau is part of the Research and Special Programs Administration, headed by Administrator James D. Palmer. It carries out the federal hazardous materials transportation and pipeline safety programs.

Since 1968 Santman, 48, has worked as an attorney in DOT, except for two years as a legal counsel to the Price Commission and the Cost of Living Council, agencies which were a part of the Nixon Administration's anti-inflation program.

Santman was graduated from the Coast Guard Academy in 1952. He served several tours of duty on Coast Guard ships and for five years was an investigating officer in the Merchant Marine Safety Office in Galveston, Texas. He was assigned by the Coast Guard, an element of DOT, to the departmental staff during his last five years of service before he retired with the rank of commander in 1972.

After receiving his law degree from the University of Houston in 1963, he served as a Coast Guard legal officer, including two years as the special assistant to the Coast Guard's Chief Counsel. He earned a master's degree in law from George Washington University in 1968.

A native of Philadelphia, Santman grew up in Miami and was graduated from high school in Pensacola, Fla. He is married to the former Sally Peacock of Miami and they live in Silver Spring, Md. They have a married daughter, Lorri Myers, residing in Orlando, Fla.

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Thursday, October 26, 1978

DOT 147-78

Phone: (202) 426-4321

Contact: Howard Coan

DOT SETS HEARING ON PROPOSED PLANS FOR RADIOACTIVE SHIPMENT ROUTINGS

The Department of Transportation's alternate proposals for regulating the highway routes used by trucks carrying radioactive materials will be discussed Nov. 29 at a public hearing in Washington, D.C.

In a notice in today's Federal Register, DOT announced the hearing will be held from 9:30 a.m. to 5 p.m. in the third-floor auditorium of the Federal Aviation Administration Building, 800 Independence Ave., S.W.

On Aug. 17, in an advance notice of proposed rulemaking, DOT suggested four possible methods for regulating the routing of truck shipments of radioactive materials.

The plans included a broad general rule, overall guidelines with a DOT license required only for certain exceptions, DOT licensing for each route, or having the Nuclear Regulatory Commission consider routing restrictions for its licensees.

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.

The Materials Transportation Bureau, a part of DOT's Research and Special Programs Administration, said it is not proposing adoption of any particular plan. The hearing is intended to assist the bureau in deciding what federal action is appropriate.

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The bureau also has asked for written comments by Jan. 1 on the various plans and other possible alternative actions.

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 can impose its authority over state and local highway routing restrictions, the ruling said, but because DOT has not issued such regulations, the local ordinance could not be pre-empted.

Although the advance notice was concerned only with highway shipments of radioactive materials, DOT said it would 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 said, and trucks transporting radioactive materials are faced with wide disparities in safety requirements imposed by state and local authorities.

Requests to speak at the hearing and any written 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. The deadline for requesting speaking time is Nov. 16.

(For further information on the public hearing, contact Douglas A. Crockett, Standards Division, Materials Transportation Bureau. Phone: 202/426-2075).

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