

U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

ADVANCE FOR RELEASE SUNDAY
May 11, 1980

DOT 48-80
Contact: Howard Coan
Phone: (202) 426-1276

GOLDSCHMIDT URGES
IOWANS TO REDUCE
DRIVING ON MAY 14

U.S. Secretary of Transportation Neil Goldschmidt today urged Iowa drivers to participate in Iowa Freedom Day on Wednesday, May 14, by reducing their driving to conserve gasoline.

Iowa Freedom Day has been designated by the Iowa Department of Transportation to demonstrate an effective means of lowering this nation's dependence on foreign oil. Iowa's goal on Freedom Day is to reduce the consumption of gasoline used for transportation by 50 percent.

Freedom Day encourages the goals for energy conservation in transportation set last month by President Carter, Goldschmidt said.

The Secretary asked Iowa drivers to consider sharing the ride, taking public transit, riding a bicycle or walking. Saving fuel on May 14 also will set a good example during National Transportation Week, May 11-17, Goldschmidt noted.

"In Iowa, a 50 percent cut in consumption for one day," Goldschmidt said, "can mean a savings of two million gallons of gasoline."

The entire nation uses about 332 million gallons of gasoline a day for transportation. Therefore, if all Americans followed Iowa's example on this day, the U.S. savings would be about 166 million gallons, he pointed out.

"This could be a significant national precedent which will send a message to OPEC about America's seriousness on getting unhooked on foreign oil," added Goldschmidt.

Nationally, about 52 million people drive to work alone, Goldschmidt said, while only 21 million are in carpools, vanpools or use public transit.

In addition to conserving fuel and fighting inflation by ridesharing, commuters can save from \$250 to \$1,000 a year by switching from driving alone to ridesharing, the Secretary noted, depending on the type of carpool or vanpool chosen and the distance traveled.

Goldschmidt also asked Iowa drivers to check their tires for the proper inflation, make sure their cars are well tuned, and drive at the 55 mph speed limit, in further efforts to conserve fuel.

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, May 13, 1980

DOT 49-80
Contact: Howard Coan
Phone: (202) 426-1276

DOT "POOL PARTY"
TO BOOST FEDERAL
EMPLOYEE RIDESHARING

A festive "Pool Party", with music and a holiday atmosphere, will be held from 11 a.m. to 2 p.m. Thursday at the Department of Transportation to encourage federal employees to increase use of carpools, vanpools and public transportation.

Nine federal departments and agencies in Southwest Washington's governmental enclave are participating in the event to be held in the courtyard of DOT's headquarters building at 7th and D Streets, S.W.

The main feature of the "Pool Party" will be a match-up service for federal employees who commute daily to the southwest Washington area from 19 suburban Maryland and Virginia jurisdictions. They will be able to locate fellow commuters to share the ride.

Secretary of Transportation Neil Goldschmidt noted that carpools and vanpools are saving the nation about 3.5 billion gallons of gasoline a year, reducing our dependence on foreign oil.

Shortly after noon, Secretary Goldschmidt and Metro General Manager Richard Page will join in a ribbon-cutting to mark the official opening of a Ridesharing Information Center on the plaza level of the DOT headquarters. The center will sell Metro flash passes, combination bus subway fare cards; give out bus and subway maps and help arrange carpools and vanpools for anyone who works in the Southwest Washington area.

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Also this week, DOT opened a National Ridesharing Information Center to help organizations throughout the nation set up or enlarge carpools and vanpool programs. On a toll-free number (800-424-9184), callers can talk directly to ridesharing experts who are on leave from public and private organizations to assist the national center.

For those attending the "Pool Party" Thursday, experienced vanpool drivers from DOT and other agencies will be on hand to explain the advantages of "pooling."

Joining the move to encourage employees to conserve energy by ridesharing or using public transit are the Departments of Energy, Education, Health and Human Services, Housing and Urban Development. Also, the General Services Administration, National Aeronautics and Space Administration, Environmental Protection Agency and U.S. Postal Service.

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FOR RELEASE THURSDAY
May 15, 1980

DOT 50-80
Contact: Ed O'Hara
Phone: (202) 426-4321

RADIOACTIVE SHIPMENT HEARINGS SET FOR BOSTON, NEW YORK

The Department of Transportation will hold two additional public hearings on proposed regulations for the highway routing of trucks carrying radioactive materials.

The hearings will be held June 11 in Cambridge, Mass., and June 13 in New York City. During March and April, hearings on the rules were held in Philadelphia, Chicago, Atlanta, Denver and Seattle.

DOT has scheduled the additional hearings in response to widespread interest in the proposed rules.

The Department has proposed regulations that would require trucks hauling radioactive shipments to avoid heavily populated areas and minimize travel times.

The proposed rules cover two types of materials. They are lower-level radioactive materials, such as medical, research and industrial-use isotopes, and high-level or large quantity shipments, such as spent nuclear plant fuel.

Motor vehicles carrying high-level radioactive shipments would be required to travel only on "preferred" highways -- Interstate highways or alternative highways chosen by the states in consultation with city and county governments.

The Boston hearing will be held at DOT's Transportation Systems Center, Building No. 2, First Floor Auditorium, Kendall Square, Cambridge, Mass.

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The New York City hearing will be held in the Police Headquarters Auditorium, One Police Plaza.

Both hearings are scheduled to run from 9:30 a.m. to 4 p.m. If necessary, evening sessions will be held.

Notice of the hearings is being published in today's Federal Register.

As a result of the added hearings, the closing date for written comment on the proposed regulations has been extended from May 31 to June 30, 1980.

Persons wishing to appear at the hearings should notify the Dockets Branch, Materials Transportation Bureau, Department of Transportation, Washington, D.C. 20590, telephone (202) 426-3148.

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FOR RELEASE 4 P.M. THURSDAY
May 15, 1980

DOT 51-80
Contact: William Bishop
Phone: (202) 426-4321

GOLDSCHMIDT SWEARS-IN NEW DOT GENERAL COUNSEL

Thomas G. Allison, a Seattle, Wash., attorney, today was sworn-in as the U.S. Department of Transportation's General Counsel.

The oath of office was administered by Secretary of Transportation Neil Goldschmidt.

"Tom Allison's experience as both counsel to key congressional committees dealing with transportation legislation and regulation and his work in private practice gives him broad knowledge of the law that forms the base for many of the department's programs," the Secretary said.

Allison, 34, was nominated to DOT's top legal position by President Carter on April 10 and confirmed by the Senate on May 9.

Prior to coming to DOT, he had been since April 1979 an attorney with the Seattle law firm of Preston, Thorgrimson, Ellison & Holman.

Before entering private practice, Allison during the period 1972-1979 held successively the positions of Staff Counsel and Transportation Counsel to the Senate Commerce Committee, Chief Counsel to the Senate Commerce, Science and Transportation Committee and General Counsel to the Senate Appropriations Committee.

Before coming to the nation's capital, he worked with the Seattle-King County public defender's office.

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Born in California, Allison received his bachelor's degree from the University of Kansas in 1968 and was graduated from the University of Washington School of Law in 1972.

Allison is a member of the state bar associations in Washington and California, as well as a member of the District of Columbia Bar Association.

The DOT General Counsel is married to Sharon Louise Nelson, legislative counsel to Consumers Union.

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U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 21, 1980

DOT 52-80
Contact: Ed O'Hara
Phone: (202) 426-4321

DOT ISSUES NEW RULES ON HAZARDOUS MATERIALS

A new easy-to-use numbering system to enable fire and police personnel to quickly identify hazardous chemical cargoes in accidents was announced today by the U.S. Department of Transportation.

At the same time, DOT issued a series of related hazardous materials regulations to permit shippers and carriers to plan steps to meet employee training, documentation and marking requirements.

The regulations:

- Impose strict controls on the intrastate and interstate transportation of hazardous wastes, requiring proper identification during transportation and delivery of wastes only to authorized treatment, storage and disposal sites.
- As part of the effort to protect U.S. waters, require special shipping identification and reporting of accidental spills of chemicals classified as "hazardous substances". The Environmental Protection Agency, which designates hazardous substances, has listed 298 chemicals that pose a threat to public health if spilled in or near navigable waters.
- Permit the optional use of certain United Nations shipping descriptions. This would simplify the international transport of hazardous materials and cut the cost to shippers of meeting domestic and international standards.
- List by name 253 dangerous materials forbidden from commercial transportation.

The rules covering hazardous wastes, hazardous substances and forbidden chemicals generally will take effect Nov. 20, 1980. The series of regulations will be published in the May 22 Federal Register.

Numerical Identification System

Howard Dugoff, administrator of DOT's Research and Special Programs Administration, said that the first step to implement the new numbering system will be the distribution of a new Emergency Response Guidebook starting in July.

Dugoff said the agency plans to distribute copies for placement in each of the estimated 400,000 police, fire and rescue squad vehicles in the country.

Under the system, four-digit numbers must be shown on shipping papers and packages and on orange display panels or placards carried on portable tanks, cargo tanks and tank cars. Most of these rules become effective July 1, 1981.

The system is designed to be used by persons unfamiliar with chemical names. For example, if a tank car carrying the identification number "1781" is involved in an accident, emergency personnel at the scene can look up the number in the guidebook and determine that it is "hexadecyltrichlorosilane" and find information on the danger it poses and what remedial steps to take.

Hazardous Wastes

The transfer of hazardous wastes from shipper to carrier to disposal site must be carefully documented.

DOT developed its rule in consultation with EPA in order to meet requirements of the Resource Conservation and Recovery Act.

Under the rule, each waste shipment must be accompanied by a manifest bearing signatures of responsible officials of the shipper, each carrier that transports it and the treatment or storage facility to which it is delivered.

Hazardous Substances

The person in charge of a transport vehicle is required to make an immediate report when a certain quantity of hazardous substances is spilled into the navigable waters or on adjoining shorelines. The reportable quantity varies from substance to substance. If the person in charge is injured or unable to do so, the carrier must make a telephone report to the U.S. Coast Guard National Response Center in Washington. Failure to make such a report will subject a person to criminal penalties.

The hazardous substances regulations, which cover intrastate and interstate shipments, were prepared in cooperation with EPA to implement the goals of the Federal Water Pollution Control Act.

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U. S. Department of Transportation

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Washington, D.C. 20590

FOR RELEASE FRIDAY
May 23, 1980

DOT 53-80
Contact: Clyde Linsley
Phone: (202) 426-4531

DOT PREDICTS VOLCANIC FALLOUT WILL HAVE LONG-TERM TRAVEL EFFECT

The powdery volcanic dust from Mount St. Helens may have long-term as well as short-term effects on transportation in the Northwest, causing problems for months to come as summer winds blow the ash around, the Department of Transportation said today.

Automobile travel has been most seriously affected by the fallout so far, DOT said in commenting on the impact of the volcano disaster.

Federal Highway Administration officials reported about 26,000 miles of highway in the state of Washington are now considered impassable. Several bridges in the vicinity of the volcano were knocked out by timber that was uprooted and washed into streams by the eruption.

The cost for highway and bridge repairs was estimated by DOT at nearly \$190 million.

Interstate 90, a major east-west route, has been closed to traffic from east of Seattle through the states of Washington and Idaho to the state of Montana, FHWA reports. In Western Montana, a 35 mile per hour speed limit has been imposed on I-90, and traffic was moving at one-mile intervals in order to minimize dust swirls.

Up to a foot of the fine-textured, highly abrasive ash -- with the consistency of talcum powder and adhesive qualities similar to Portland cement -- has collected on some highways, and it has resisted most attempts to remove it. It blows back onto the road surface after the snowplows pass, and it forms a gummy plasticized substance when wet.

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Volcanic ash also has a disastrous effect on automobile, aircraft, boat and locomotive engines and moving parts. It clogs air filters, causes disc brake failures, chews up transmissions and clutches.

DOT officials urged motorists not to drive in areas covered by the volcanic ash. For those who must drive, the use of double air filters is recommended. Oil should be changed frequently and transmission and crankcase breathers covered with pieces of non-flammable cloth.

Wrapping the air filter with toilet tissue helps extend the distance cars can operate. A snorkel can also be attached to the air filter so that air is drawn from a point higher above the ground, but it may be necessary to raise or remove the car's hood.

At the request of Washington state officials, Rear Admiral Charles Larkin, DOT's regional emergency transportation coordinator in Seattle, contacted the department's research arm, the Research and Special Programs Administration, which began a search for a material that could filter out the powdery volcano dust so emergency vehicles could continue operating.

The research team, headed by Dr. Lloyd Money, chief of systems engineering, discovered that the U.S. Army was developing a new material for use on its tanks. Within two days, samples of the material were on their way to Washington for use in areas with heavy ash accumulations.

The Federal Aviation Administration has restricted flights in the immediate vicinity of the volcano, and an exclusive corridor has been set aside for the use of emergency aircraft flying search and rescue missions.

Two special emergency air traffic control centers have been established. An around-the-clock center in Seattle routes air traffic away from the danger area, and a separate center in Toledo, Washington, controls emergency aircraft operating in the restricted corridor.

The dust presents a continuing hazard to aircraft, pilots and airports. It clogs air filters and moving parts of aircraft, covers runways, and can damage long-range electronic navigation equipment. The FAA has issued emergency advisories to pilots explaining how to test their aircraft for dust damage.

A number of small airports in Washington and Idaho may remain closed well into next week because of ash deposits on runways. The FAA said 101,000 tons of ash were removed from runways at Spokane, Washington, before the airport was reopened on Wednesday.

Severe flooding in the volcano area caused log jams and mud slides that disrupted water traffic on the Columbia River near the mouth of the Colwitz River.

The Columbia River's 40-foot navigation channel was reduced to a depth of about 14 feet, and floating debris destroyed or dislodged a number of downstream navigational aids.

The U.S. Corps of Engineers has begun dredging operations, but deep draft shipping will be limited for several weeks. Thirty-three vessels are currently unable to depart from the Port of Portland because of silt in the channel.

A Coast Guard helicopter on assignment to the Colwitz County Sheriff Sunday helped evacuate 22 area residents, eight dogs and a boa constrictor.

The Federal Railroad Administration reports that rail service has been restored to normal in the area.

DOT is working in the disaster area with the Federal Emergency Management Agency, which has set up a coordination center in Vancouver, Washington, 206-696-7803.

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FOR RELEASE THURSDAY
May 29, 1980

DOT 54-80
Contact: Wilbur Martin
Phone: (202) 426-4321

10-CITY SATELLITE TELECAST
TO SPOTLIGHT PUBLIC TRANSIT
FUTURE IN DECADE OF 80s

Mayors and key business leaders of 10 U.S. cities will join Secretary of Transportation Neil Goldschmidt and other ranking Department officials on June 4 in a cross-country, satellite television conversation about public transportation in the 1980s.

The central focus of the 90-minute dialogue will be on the creative use of mass transit by the cities to conserve energy in the face of rising costs.

The National League of Cities is co-sponsoring the telecast, which will originate from the studio of the Public Broadcast Service in Washington, D.C. (1 p.m. EDT). The closed-circuit program will be beamed to the cities via the WESTAR and SATCOM I satellites and the Appalachia Community Network Service.

Cities participating are:

Columbus, Ohio
Kansas City, Mo.
Tucson, Ariz.
Indianapolis, Ind.

Salt Lake City, Utah
Jacksonville, Fla.
Syracuse, N.Y.
St. Paul, Minn.

Houston, Tex.
Louisville, Ky.

- more -

In each of the cities, the mayor will serve as moderator-host for local gatherings of business leaders, chamber of commerce representatives, and other civic officials participating in the conference.

"In the decade ahead, transit can be a positive force for conservation, and as an expression of our understanding of the need to use our resources more wisely," Secretary Goldschmidt said.

"Transit can be a tool, not only for community development in the physical sense, but for the development of a sense of community in human terms."

Participating with Secretary Goldschmidt in Washington will be William J. Beckham Jr., Deputy Secretary of Transportation; Mortimer L. Downey III, Assistant Secretary for Budget and Programs; Lillian C. Liburdi, Deputy Administrator, Urban Mass Transportation Administration; Thomas M. Downs, Associate Administrator for Planning, Federal Highway Administration, and Alan Beals, Executive Director of the National League of Cities.

Some of the topics to be discussed at the teleconference include:

Long-range availability of buses and other equipment; efficient transportation management; special carpool and bus lanes on highways and streets; ridesharing; federal and local roles in development of transit systems; urban traffic congestion.

"We cannot create new transportation habits in our people if we cling to old service habits in the operation of our systems," Goldschmidt said.

The conference is expected to spotlight the problems and needs in transit for the decade ahead.

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Office of Public Affairs
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FOR RELEASE FRIDAY
May 30, 1980

DOT 47-80
Contact: William Bishop
Phone: (202) 426-4321

NEW DOT POLICIES TO REDUCE IMPACT ON SMALL FIRMS

Secretary of Transportation Neil Goldschmidt has initiated new policies to help reduce adverse social and economic impacts of the Department's programs on small business.

Pointing out that many small businesses are only marginally profitable, Goldschmidt said, "Displacement of such firms by transportation and other projects can substantially increase their fatality rate, a fact that underscores the need to improve relocation planning and assistance."

Noting that the loss of business firms to outlying areas also undermines the viability of cities, the Secretary said, "In the interests of equity and sound transportation policy, I believe that the Department should take immediate steps to address these problems in keeping with President Carter's Urban Policy."

Goldschmidt has instructed DOT's operating administrations to prepare directives to assist businesses in the paths of transportation projects and to support planning for their relocation within their local area.

The instruction applies to programs of the Federal Highway, Federal Aviation, Federal Railroad and Urban Mass Transportation Administrations of the Department.

Secretary Goldschmidt said that the Administrations' directives should cover the following points.

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* In order to reduce economic harm to businesses and improve their opportunities to remain in localities affected by transportation projects, DOT field offices will require coordinated planning among local transportation agencies, other appropriate local government agencies and business firms potentially subject to displacement.

* The coordination process should begin at the earliest practical stage of transportation project development.

* DOT planning and engineering funds should be made routinely available for planning and feasibility studies to mitigate the potential adverse effects of transportation projects on businesses and their related consequences for communities.

* State or local government relocation offices should be staffed by persons who have the knowledge to handle business as well as residential relocation problems. Programs should be initiated to insure that businesses subject to displacement are aware of their rights, the opportunities available to them and any provisions designed to retain firms within the affected community.

* All measures taken to plan for the relocation of businesses should be documented in final environmental impact statements for proposed major transportation projects.

* Although DOT is generally prohibited from supporting advance acquisition of businesses subject to land takings, it is permitted in cases of hardship. The Administrations should review their procedures to ensure that businesses have the maximum opportunity to qualify under hardship programs.

* Businesses heavily dependent on patronage from residents who are also being displaced should when possible have the opportunity to move at the same time or prior to the relocation of their patrons.

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