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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
July 20, 1983

DOT 50-83
Contact: Robert S. Marx
Tel.: (202) 426-4321

DOT COMPLETES FINAL RULE TO INCREASE PARTICIPATION OF DISADVANTAGED BUSINESSES IN HIGHWAY, TRANSIT PROGRAMS

The Department of Transportation today announced it has issued a final regulation to increase participation by socially and economically disadvantaged small businesses as called for under section 105(f) of the Surface Transportation Assistance Act of 1982. It reflects consideration of more than 1,600 comments received in response to a regulation that was proposed on February 28.

The new rule, which will be published in the July 21 Federal Register, sets out the procedures by which recipients of Federal transportation funds -- such as state highway departments or local mass transportation authorities -- are to make available, whenever and wherever possible, a minimum of 10 percent of the dollar value of highway and transit contracts to socially and economically disadvantaged small business concerns.

In announcing the new regulation, Secretary of Transportation Elizabeth Hanford Dole said, "This new regulation represents a major step forward for increased participation by disadvantaged businesses in DOT programs. We believe that it will provide minority and disadvantaged businesses with a significantly greater opportunity to take part in Federally funded contracts.

"The Department will continue to consult and work very closely with states, localities and other recipients to expand minority and disadvantaged business participation and to help them fulfill the intent of the rule," Secretary Dole said.

The new rule requires state highway agencies and transit authorities to have a plan to include disadvantaged businesses in their DOT-assisted programs in a manner similar to the current DOT-Minority Business Enterprise regulations. Each agency or authority must submit an annual overall goal for the participation it hopes to achieve that year.

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The Department's rule recognizes that it may not be possible for every recipient to meet the 10 percent statutory goal at once because of a lack of minority and disadvantaged businesses with the requisite qualifications.

Therefore, a recipient may request approval of a goal of less than the required 10 percent statutory level. It will have to justify such a request with information about the availability of disadvantaged businesses and the efforts the recipient is making to increase their participation. Before requesting a lower goal, the recipient will also have to consult with contractors, community groups and other interested parties and have the concurrence of the Governor for state highway projects and the mayor for mass transportation projects.

The Administrators of the Federal Highway Administration and Urban Mass Transportation Administration must determine whether a recipient has demonstrated that the reasonable expectation for disadvantaged business participation in the DOT assisted program is less than 10 percent. This will be done on a case-by-case basis.

The regulation provides that inability to meet an overall goal will not, in itself, result in a loss of federal funds. A recipient would be in noncompliance with the new rule only if it did not have an approved program or an overall goal or, having been unable to justify its failure to meet its goal, failed to take appropriate remedial steps.

The Department's Women's Business Enterprise programs will continue to operate as they have under existing DOT regulations, and recipients will continue to set overall and contract goals for women-owned firms. Women-owned businesses may also qualify as disadvantaged businesses on an individual basis.

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Fact Sheet

U.S. Department of Transportation

Office of the Secretary of Transportation

United States
Department of Transportation

Office of Public Affairs

Washington, D.C. 20590

The information contained in this fact sheet has been checked for accuracy and corrected as of the date shown below. The Office of Public Affairs should be contacted if further information is required.

Subject: DOT ISSUES NEW REGULATION TO INCREASE PARTICIPATION OF DISADVANTAGED BUSINESSES IN HIGHWAY, TRANSIT PROGRAMS

Date: July 20, 1983

Phone: Robert S. Marx
(202) 426-4570

The Department of Transportation issued a final regulation on July 18, 1983, to increase disadvantaged business participation in the Department's large financial assistance programs for highways and mass transit. The regulation carries out section 105(f) of the Surface Transportation Assistance Act of 1982.

BACKGROUND

Section 105(f) provides as follows:

> Except to the extent that the Secretary determines otherwise, not less than ten percentum of the amounts authorized to be appropriated under this act shall be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals as defined by section 8(d) of the Small Business Act (15 U.S.C. 637(d)) and relevant subcontracting regulations promulgated pursuant thereto.

The new regulation builds on the Department's existing minority business enterprise rule (49 CFR Part 23). Under this existing rule, transit authorities and state highway agencies must set annual program goals ("overall goals") and specific goals for each DOT-assisted contract ("contract goals"). Separate goals are set for minority-owned firms and women-owned firms. Contractors must meet contract goals or show that they made good faith efforts to do so.

Under the existing regulation, there has been encouraging growth in minority business participation in DOT financial assistance programs. For example, the dollar value of minority business participation in the highway program in Fiscal Year 1982 was $415 million, over two and a half times more than in Fiscal Year 1979, the year before the rule was published. Minority business participation in the mass transit program was worth $274 million in Fiscal Year 1982.

RECIPIENTS' OVERALL GOALS

In section 105(f), Congress sent a clear message that it wanted the Department to do more. The new regulation is designed to implement the ten percent requirement of section 105(f).

The Department recognizes, however, that it may not be reasonable to expect every recipient to meet a ten percent goal at once. A recipient may request approval of a goal of less than ten percent. To decide whether a lower goal is justifiable, the Department needs information about the ability of disadvantaged businesses to work on the recipient's DOT-assisted contracts and the efforts the recipient is making to increase disadvantaged business participation. Thus, recipients requesting approval of a lower goal will be asked to submit such information. Before requesting a lower goal, recipients will also consult with minority and general contractors' associations, community organizations, and other interested groups.

The Department will consider each request for a goal of less than ten percent on its merits, in light of all circumstances relevant to the request. If the information provided in support of the request is insufficient, the Department will consult further with the recipient. If the Department does not approve the goal the recipient has requested, the Department, after consulting with the recipient, may establish an adjusted overall goal that represents a reasonable expectation for disadvantaged business participation in the recipient's programs.

COMPLIANCE

If the recipient fails to meet its overall goal, it has the opportunity to explain to the Department why the goal could not be achieved. Among the circumstances that may be taken into consideration is the award of contracts to contractors who did not meet contract goals but made strenuous efforts to do so. If the recipient's explanation does not justify its failure to meet the goal, the Department may direct the recipient to take future remedial steps to improve its disadvantaged business participation.

A recipient is regarded as being in noncompliance with the rule, and therefore in danger of losing its Federal funds, in only two situations. First, a recipient is in noncompliance if it does not have an approved disadvantaged business program or goal. Second, a recipient is in noncompliance if it fails to take remedial action to improve its disadvantaged business participation as the Department requests. A recipient is not regarded as being in noncompliance simply because it has failed to achieve the level of disadvantaged business participation called for in its overall goal.

WOMEN-OWNED BUSINESSES

Many women-owned businesses have expressed concern about the effect of this regulation on them. The Department's existing requirement of separate goals for women-owned businesses will continue without change. As section 8(d) provides, non-minority women will have the opportunity to request consideration as socially and economically disadvantaged individuals on a case-by-case basis. If a recipient approves such a request, contracts with the woman's company would count toward the goal for disadvantaged businesses on the same basis as a minority-owned firm.

EXISTING PROGRAM PROVISIONS

Most provisions of the Department's existing program will continue to operate as they have in the past. Recipients will set separate overall and contract goals for the participation of disadvantaged businesses and women-owned businesses. Prime contractors must meet these goals or demonstrate that they made good faith efforts to do so. Recipients will continue to make determinations about the eligibility of companies to participate as disadvantaged or women-owned businesses. Effective eligibility screening by recipients will continue to be essential in order to prevent the award to "fronts" of contracts that should go to legitimate disadvantaged businesses.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday August 3, 1983

DOT 54-83
Contact: Robert S. Marx
Dick Burdette
Tel. No. (202) 426-4321
(202) 426-9550

DOT SEEKS RECALL AND PENALTY OF $4 MILLION IN SUIT AGAINST GENERAL MOTORS

The Department of Transportation announced today that it has filed suit through the Department of Justice against General Motors Corporation, seeking the recall of all 1.1 million 1980 model year "X-body" cars for brake system defects. The suit also seeks civil penalties of $4,027,000.

The suit asks the court to direct the recall of the entire production of 1980 X-body cars with both manual and automatic transmissions, including those previously recalled by the company for this problem.

The government's complaint, which was filed in Federal district court in the District of Columbia, alleges that General Motors knew, prior to their production, that 1980 model year "X-body" cars contained brake system defects which could cause the rear wheels to lock up under some braking conditions, but failed to take appropriate corrective action. The complaint also alleges that General Motors subsequently conducted two recall campaigns which it knew to be inadequate, both as to the numbers of vehicles involved and the remedy itself. The complaint further charges that General Motors made false statements to the agency in 27 instances when responding officially to questions posed by the National Highway Traffic Safety Administration (NHTSA), the DOT agency responsible for highway safety.

Transportation Secretary Elizabeth Hanford Dole noted that this was the first action brought under the National Traffic and Motor Vehicle Safety Act asking civil penalties against a manufacturer for providing false information during a defect investigation. "The complaint is one of the most serious ever filed by NHTSA, and it reflects the priority this department has for automobile safety," said Secretary Dole.

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"Although there have been two recalls of X-body cars to attempt to fix the braking systems, we believe that they have been inadequate to protect the public. This lawsuit was filed so that the owners of these cars receive the protection they deserve under the law," Secretary Dole said.

NHTSA has received approximately 1,740 complaints from owners and drivers of X-body cars, describing incidents of premature rear wheel lockup and loss of vehicle control, resulting in numerous accidents, 71 injuries, and 15 deaths.

NHTSA's action comes after a series of procedural steps that began in late 1979 involving the Chevrolet Citation, Pontiac Phoenix, Oldsmobile Omega and Buick Skylark -- collectively known as X-body cars.

General Motors has 20 days to answer the government's complaint.

GM X-body Brake Chronology:

NOVEMBER 26, 1979 -

NHTSA opens Engineering Analysis E80-024 regarding X-body rear wheel lock up.

JULY 2, 1981 -

NHTSA opens Defect Investigation C81-09 on all 1980 model year GM X-body vehicles.

AUGUST 5, 1981 -

GM conducts a recall (ODI 81V-095) for certain X-body vehicles with manual transmissions approximately 47,300 vehicles.

DECEMBER 7, 1982 -

NHTSA grants a petition from the Center for Auto Safety (P83-6) to expand the GM X-body investigation to model years 1981 through 1983.

DECEMBER 17, 1982 -

NHTSA urges GM to review its position on the alleged safety defect.

JANUARY 14, 1983 -

NHTSA announces an Initial Determination of a safety related defect in approximately 320,000 1980 model X-body cars.

FEBRUARY 9, 1983 -

General Motors announces recall of 240,000 1980 model X-body cars with manual transmissions, and certain early production models with automatic transmissions.

179.21

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, August 10, 1983

DOT 55-83
Contact: Robert S. Marx
Wilbur Martin
Tel.: (202) 426-4321

DOT SECRETARY DOLE ACTS TO ENCOURAGE USE OF CHILD SEATS IN MOTOR VEHICLES AND AIRCRAFT

Secretary of Transportation Elizabeth Hanford Dole today moved to ensure that parents of small children will be able to use the same child safety seat while traveling both in their motor vehicles and on aircraft.

She said a Notice of Proposed Rulemaking will be published in the Federal Register on Monday Aug. 15, which combines into one common standard the child seating regulations now used by the National Highway Traffic Safety Administration (NHTSA) and the Federal Aviation Administration (FAA).

Existing regulations do not allow the use of NHTSA certified child seats on airplanes without a special FAA certification.

"We believe this action will enhance child safety both in the air and on the highway," Secretary Dole said. "We want to encourage parents to use safety belts and child restraints, both in automobiles and on airlines. Our aim is to educate the public on one way of cutting down on the appalling number of child fatalities and injuries in vehicle crashes."

The latest available statistics collected by NHTSA show between 600 and 700 children under four years of age were fatally injured in motor vehicle crashes in 1981 and there were 70,000 injured, including 4,000 serious injuries.

"When a journey involves air travel," Dole said, "child seat use will be enhanced if the restraint provides needed protection on the aircraft and also accompanies the traveler for use in subsequent auto travel."

The proposal to amend Federal Motor Safety Standard No. 213 will provide child restraint manufacturers with a choice between certifying their restraints for use in motor vehicles alone or for use in both motor vehicles and aircraft. Manufacturers who choose motor vehicles alone will have to label their seats as not certified for aircraft use.

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The FAA will permit child restraints certified under the new common standard to be used on aircraft.

Approximately eight million child restraints have been produced for use in motor vehicles and some three million are being produced annually. Approximately 1.5 million seats have been approved which meet both the current NHTSA and FAA standards. They are the Cosco-Peterson Model 78 and the Century Models 4100, 4200, 4300 and 4500.

NHTSA will be the sole agency responsible for enforcing the new, combined standard.

Comments on the proposed standard must be submitted not later than 45 days after the publication of the Notice of Proposed Rulemaking in the Federal Register. The proposed effective date is 180 days after the date of publication of the final rule in the Federal Register.

Comments should refer to the docket number and be submitted to the Docket Section, Room 5109, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. (Docket hours are 8 a.m. to 4 p.m.).

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U.S. Department of Transportation

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
August 22, 1983

DOT 57-83
Contact: Robert S. Marx
Dick Burdette
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REPORT REVIEWS SANCTIONS
AGAINST DRUNK DRIVERS

The U.S. Department of Transportation has released a report reviewing the penalties imposed in all 50 states on persons convicted of driving while intoxicated (DWI).

The report, prepared for the National Highway Traffic Safety Administration, is entitled "DWI Sanctions: The Law and the Practice." It provides new information about sanctions "on the books" and those actually imposed on DWI offenders.

Secretary Elizabeth Hanford Dole, said "The crux of the drinking driver problem in most states is not necessarily the lack of adequate laws, but the lack of consistent enforcement of those laws by state and local officials such as prosecutors, judges and driver license officials. Because the risk of arrest and punishment is low, the deterrent effect of the laws is diminished."

The principal objective of the report was to obtain detailed, factual information concerning sanctions mandated by law and those actually imposed on offenders convicted of DWI offenses. Sanctions of particular interest to this study include: (1) mandatory incarceration, (2) fines, (3) driver license actions, and (4) community service.

The report shows increasing public awareness nationwide regarding the number of alcohol-related traffic fatalities and the problems associated with drinking and driving. Because of this greater public interest, 22 states and the District of Columbia enacted legislation in 1982 that mandates more severe DWI sanctions or plugs loopholes to ensure that existing statutes are more consistently enforced.

It was found, however, that "mandatory" sanctions are generally not being imposed as prescribed because of differing local interpretations of state laws. Sanctions typically imposed are less severe than those stipulated or authorized by law. The report reveals, in part, that:

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- o 25 states currently have statutes that require mandatory confinement for DWI convictions that, technically, cannot be suspended or altered by probation in the courts;

- o All 50 states and the District of Columbia mandate the use of driver license actions for either first or subsequent DWI offenders;

- o 11 states have legislation mandating community service; in addition, jurisdictions in 14 states permit community service as an alternative sanction.

Secretary Dole said she hoped the states would use the report to scrutinize their own DWI laws and practices, as well as those of other states, and make changes to enhance their overall DWI countermeasure program.

A copy of the report can be obtained by writing to the National Highway Traffic Safety Administration, General Services Division (NAD-51), 400 Seventh St., S.W., Washington, D.C. 20590.

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U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, August 31, 1983

DOT 61-83
Contact: John Demeter
Wilbur Martin
Tel.: (202) 426-4321

PASSIVE RESTRAINT RULE SUSPENDED FOR ONE YEAR

The Department of Transportation today suspended a rule that could have been considered to require all passenger cars manufactured after September 1, 1983, to be equipped with airbags or automatic safety belts. The one year suspension was issued to preclude any possibility that manufacturers might be in technical violation of a requirement that, as a practical matter, could not be met.

In suspending the existing automatic restraint requirement, General Counsel Jim Burnley said that a notice of proposed rulemaking would be issued by October 15, 1983.

"No decision has yet been made on the form the proposed rule will take," Burnley said. "The Supreme Court recognized that a suspension might be necessary while we gave the matter further consideration. We intend to complete our rulemaking before the end of the one-year suspension period."

Burnley said that the Department could revise the standard, reissue it or again rescind the rule for due cause. The October 29, 1981, rescission of the rule by the National Highway Traffic Safety Administration was overturned by the U.S. Court of Appeals on June 1, 1982. On August 4, 1982, that Court issued an order staying the effective date of the requirement until September 1, 1983. In June 1983, the U.S. Supreme Court concurred, in part, with the Court of Appeals ruling that the rescission was arbitrary and capricious. On July 25, the Supreme Court remanded the case to the Court of Appeals with instructions that it be returned to the Department for further consideration.

Burnley noted that the matter officially has not yet been returned to the Department by the Court of Appeals. "We expect that to happen momentarily," he said.

While opportunity for public comment in advance of today's suspension action was impracticable, Burnley said that a 30-day public comment period is being provided and the suspension can be changed, if appropriate.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, August 31, 1983

DOT 63-83
Contact: John Demeter
Drucella Andersen
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FEDERAL GRANTS AVAILABLE TO STATES TO ENFORCE TRUCK AND BUS SAFETY

Secretary of Transportation Elizabeth Hanford Dole today announced a five-year Federal grant program available to states for the enforcement of truck and bus safety. Under the program the states could receive up to $150 million through 1988.

The initiative, the Motor Carrier Safety Assistance Program, was authorized as part of the Surface Transportation Assistance Act of 1982. The program is scheduled to start in October, with a total of $8 million in grants appropriated for fiscal year 1984. It is aimed at reducing highway fatalities, injuries and property damage stemming from commercial bus and truck accidents, by providing Federal support for increased efforts in these areas.

Secretary Dole noted, "This kind of program is long overdue. I am extremely optimistic about the opportunities it makes available for the states and the Federal government to work together to achieve our mutual goals. One of our highest priorities is highway safety." In a letter being sent to Governors of the 50 states and other jurisdictions, Secretary Dole said, "We are firmly convinced that this state grant program will enhance commercial vehicle safety enforcement activities and offers a unique opportunity for state and Federal governments to meaningfully improve highway safety."

The joint Federal/state enforcement effort is expected to improve intra- and interstate motor carrier compliance with such established regulations as: qualifications and hours of service of drivers; operation of vehicles; inspection and maintenance of equipment; and the loading, handling and highway transportation of hazardous materials. Incremental increases of $10 million are authorized each year of the program, with a maximum of $50 million authorized in fiscal year 1988. The Federal share of approved state programs will not exceed 80 percent of the increased state program costs.

Details of the new program are contained in an interim rule published in the Federal Register on August 31, 1983, and specific criteria which must be met by a state applying for a grant are outlined. Among other things a state must do to qualify are:

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* Agree to adopt the Federal Motor Carrier Safety and relevant Hazardous Materials Regulations, or compatible state regulations.
* Submit a plan describing how it intends to enforce safety regulations.
* Demonstrate its legal authority to enforce the regulations with respect to private, as well as for-hire carriers, including provisions for right-of-entry and inspection.
* Dedicate adequate resources and qualified personnel necessary to carry out the plan.

The new program will be managed by the Bureau of Motor Carrier Safety within the Federal Highway Administration (FHWA). Interested state agencies should contact the FHWA office in their state for additional information.

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U.S. Department of Transportation

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
September 7, 1983

DOT 64-83
Contact: Robert S. Marx
Wilbur Martin
Tel.: (202) 426-4321

DOT SECRETARY PROPOSES RULE FOR TRANSPORTATION FOR HANDICAPPED, ELDERLY

Secretary of Transportation Elizabeth Hanford Dole today said proposed revisions to rules governing public mass transit service for elderly and handicapped persons will show a strong Federal commitment to assuring availability of this type of transportation to all citizens.

The Notice of Proposed Rulemaking will be published Thursday, Sept. 8, in the Federal Register. It sets service criteria to ensure that transportation provided to handicapped and elderly persons is comparable to that available to the general transit user.

"Our proposal demonstrates a strong Federal commitment to assure access to public mass transit systems to all citizens," Dole said. "At the same time, the rule maintains flexibility and local control over the development of programs to meet the needs of handicapped persons."

The proposed revisions are designed to meet the goals of Section 504 of the Rehabilitation Act of 1973 and the requirements of Section 317(c) of the Surface Transportation Assistance Act of 1982. There will be a 60-day comment period. After considering the comments, DOT will issue a final rule to replace an interim rule which has been in effect since July, 1981.

The proposed rule would give local transit systems the option of either making 50 percent of their fixed route bus service accessible to handicapped persons or providing paratransit or special services, or a combination of the two. The service chosen by a transit system would have to meet minimum service criteria, which include:

* Service will be the same as the recipient's service for the general public, and on the same days and during the same hours.

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* Cost of a trip will be comparable to the cost of a trip of similar length, at a similar time of day, as service to the general public.

* Use of the service will not be restricted by priorities or conditions related to the purpose of the trip.

* Users will not be required to wait an unreasonable length of time for the service.

Local transit access programs would have to be developed in consultation with handicapped persons or groups representing them.

"Overall, the proposal represents a major step towards providing accessable public transportation, within reasonable cost limits, to our elderly and handicapped citizens," the Secretary said.

The rule would establish a reasonable ceiling on required expenditures for these programs by local transit authorities. The proposed rule suggests two alternatives for this ceiling: 7.1 percent of the annual average amount of Federal assistance a system had received for mass transportation purposes for a three year period -- the current one and the two previous years -- or 3.0 percent of the transit system's average annual total operating budget over the same period.

Comments on the proposed rulemaking should be addressed to Docket Clerk, Docket 56b, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590. Comments should be received in the Department by Oct. 24. For further information contact Robert C. Ashby, Office of Assistant General Counsel for Regulation and Enforcement, Room 10105, U.S. Department of Transportation. Hearing-impaired persons may contact Mr. Ashby by using TTY (202) 755-7687. The NPRM has been taped for the use of visually-impaired persons.

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U.S. Department of Transportation

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, September 14, 1983

Contact: Eric Bolton
Tel.: (202) 426-0660

CORRECTION/CORRECTION/CORRECTION/CORRECTION/CORRECTION

Please be advised that an error appeared in a press release, dated September 14, 1983 (FHWA 25-83) entitled "FHWA PROPOSES FINAL HIGHWAY NETWORK FOR COMMERCIAL MOTOR VEHICLE OPERATION." It was inadvertently reported that the comment period for the proposed rulemaking would end on November 14, 1983. This is an error.

The comment period ends on October 31, 1983, providing a 45 day period for interested parties to submit their views to FHWA Docket No. 83-14, Federal Highway Administration, Room 4205, HCC-10, 400 Seventh Street, S.W., Washington, D.C. 20590.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, September 16, 1983

DOT 68-83
Contact: Mari Maseng
Tel.: (202) 426-4570
Ed O'Hara
Tel.: (202) 426-4321

DOLE PLACES MOST OF ALASKA IN ONE TIME ZONE

Secretary of Transportation Elizabeth Hanford Dole today announced a time change for Alaska that will put most of the state in one time zone.

The Secretary said the change--which will take effect Oct. 30 when daylight saving time ends--will bring Alaska's commercial and population centers closer to the continental United States. She said the change would also improve transportation, communication, commerce and government services within the state.

Under Secretary Dole's ruling, the Yukon time zone, which is one hour later than Pacific Time, will become the principal time zone in Alaska. The only section of the state that will not be in the Yukon time zone will be the westernmost part of the Aleutian Islands, which will be in the Alaska-Hawaii zone.

In taking the action, the Secretary granted the state's request for a change of time zones. The change differs slightly from Alaska's original request by placing Nome and surrounding areas of westernmost mainland Alaska in the same zone as most of the rest of the state. Alaska has supported this change.

Alaska has been divided into four time zones, with considerable time differences between major cities. For example, there is a two-hour difference between Juneau, the state capital, and Anchorage and Fairbanks. There is a three-hour difference between Juneau and Nome.

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After two months of proceedings, which included public hearings in Alaska, the Department of Transportation agrees with the state that these differences create artificial barriers to commerce, transportation, communication and government services. DOT found evidence that the time change will improve commercial contacts between Alaska and the rest of the nation, as well as between Alaska and Asian nations that are potential markets for Alaskan natural resources.

Under the ruling announced today, which will be published in the Federal Register, the following changes will occur on Sunday, Oct. 30, 1983:

-- Southeastern Alaska, including Juneau, will be moved from the Pacific to the Yukon time zone, one hour behind Seattle and other cities on Pacific time.

-- The central part of the state, including Anchorage and Fairbanks, will be moved from the Alaska-Hawaii time zone (two hours behind Pacific time) to the Yukon zone.

-- Nome and Western Alaska will be moved from the Bering zone (three hours behind Pacific time) to the Yukon zone.

-- The western end of the Aleutian chain of islands, including Atka, Adak, Shemya and Attu, will be moved from the Bering to the Alaska-Hawaii time zone. This will be the only part of the state not on Yukon time.

DOT administers the Uniform Time Act of 1966, which authorizes the Secretary of Transportation to move an area from one time zone to another when this would serve the "convenience of commerce."

The Secretary's decision does not deal with the many requests that the Yukon zone be renamed the Alaska zone to reflect its new importance. The law does not authorize the Secretary to change the name of a time zone. Only the Congress can do that.

U.S. Department of Transportation

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, September 30, 1983

DOT 72-83
Contact: Mari Maseng
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Wilbur Martin
Tel.: (202) 426-4321

DOT SECRETARY DOLE SIGNS $480.5 MILLION CONTRACT FOR NEW AIRPORT RADAR

Secretary of Transportation Elizabeth Hanford Dole today signed a $480.5 million contract for a new generation of airport radar, the first major procurement in the modernization of the nation's air navigation and traffic control system.

The contract provides for new surveillance radar for 137 airports and was awarded to the Westinghouse Electric Corporation of Linthicum, Md., near Baltimore. It is the largest radar contract in the history of the Federal Aviation Administration.

"The radars we are acquiring under this contract are key to our $10 billion commitment to modernize America's airways," Dole said. Our present air traffic control system, while safe and adequate for today's needs, is nevertheless based on the technologies of the 1950's. With this massive modernization, we will essentially 'weatherproof' our airways, double the capacity of our airspace, and provide the even more precise landing systems needed to meet the safety and traffic demands of the 90's and on into the 21st century."

The Secretary noted that the contract provides for $236 million in subcontracts with seven firms and that $106 million of this total will go to small business and disadvantaged businesses.

Dole said that with contracts awarded earlier this month, $40.5 million to IBM and $35.6 million to Sperry for design work on new computers, today's award brings to well over a half-billion dollars the investment in modernizing the air traffic control system.

Sen. Charles McC Mathias (R-Md.) and Rep. Marjorie S. Holt (R-Md.) were present for the signing, along with Harry B. Smith, executive vice president of the Westinghouse Defense Business unit at Linthicum, where the radar will be built.

The multi-year contract will be funded over a five year period. The total price of $480.5 million will include technical data, spare parts, field installation and maintenance equipment.

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The new generation, solid state radar units will replace 20-year-old, vacuum-tube radars currently used at U.S. airports.

One of the key features of the new Airport Surveillance Radar (ASR-9) is the use of separate channels to provide information on aircraft and weather conditions.

The new radar will be able to generate weather data indicating six different levels of intensity ranging from weak to extreme. Using this information, a controller will be able to guide pilots away from areas of severe weather such as wind gusts, turbulence, lightning and hail.

Other design features will offer improved detection of small, low-flying aircraft not equipped with transponders.

The ASR-9 will have various backup systems and maintenance costs are expected to be greatly reduced due to the solid-state design and other features.

Deliveries of the first new units are scheduled to begin in about 30 months.

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U.S. Department of Transportation

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590