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PRESS CONFERENCE

WITH

THE HONORABLE ALAN S. BOYD

SECRETARY
UNITED STATES DEPARTMENT OF TRANSPORTATION

Washington, D. C.

June 27, 1967

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P R O C E E D I N G S

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2 SECRETARY BOYD: One of the most important missions
3 of the new Department of Transportation is to lead the fight
4 to save lives on American highways, an effort President
5 Johnson has called the fight to replace suicide with sanity.
6 It's a big and a tough job; we're not going to get it done
7 overnight, but we're making a strong start. We already have
8 set national safety standards for the automobile. Today we're
9 announcing national standards for highways and drivers.

10 With these new thirteen standards, we have for the first
11 time a framework in which all the states can work to protect
12 people from unsafe automobiles, unsafe highways and unsafe
13 drivers. The standards reflect many hours of discussion among
14 the Department, the states, local communities, interested
15 individuals and organizations, and the National Highway Safety
16 Advisory Committee. They also represent the first availability
17 of Federal funds on a comprehensive scale for state highway
18 safety programs. In every discussion, we found the states
19 ready to join in this first truly national effort to deal with
20 what can only be called a national disaster.

21 We don't expect this battle against traffic deaths and
22 injuries to be an easy one, but with the standards, and with
23 the spirit of cooperation we found among the states, we expect
24 it to be a good one. This, I think, is one of the most defin-
25 itive examples of what President Johnson has called "creative

1 Federalism," that the Federal government has had an opportunity
2 to display.

3 I'll be glad to try to answer your questions.

4 QUESTION: Mr. Secretary, have you got it tooled up
5 for -- is there going to be a Federal stamp on the windshield
6 of a car, or will each state have its different indications
7 that they've complied? I mean, how is that going to be --

8 SECRETARY BOYD: Well, this is a Federal aid-grant
9 program, so the representations of compliance will be through
10 the state laws, so if there are stamps, they'll be state
11 stamps.

12 QUESTION: Mr. Secretary, you mentioned cooperation
13 from the states; do you expect every state will adopt every
14 standard immediately?

15 SECRETARY BOYD: Oh, I think to the extent that they
16 have the legal authority to do so, yes. I have no doubt that
17 there will be some additional requirement for legislative
18 authority in a number of the states.

19 QUESTION: What is the compulsory feature of it as
20 far as the Federal government is concerned?

21 SECRETARY BOYD: As you are undoubtedly aware, there
22 is a penalty provision, in the event the states do not comply
23 with the Federal standards, a penalty provision which goes to
24 withholding of the Federal aid to highway funds or a portion
25 of them.

1 QUESTION: Is that a permissive penalty? Must you
2 impose it, in other words?

3 SECRETARY BOYD: No; it's not a permissive penalty.
4 It's required by law. However, the question really is whether
5 or not the states have complied, and what we have tried to do
6 is set out performance requirements rather than specifications.

7 QUESTION: Is there any date for compliance, Mr.
8 Secretary?

9 SECRETARY BOYD: No; we have not specified dates
10 because of this problem that I mentioned earlier of the need
11 for legislative action in some states.

12 QUESTION: Mr. Secretary, I'm interested in the
13 standard on driver licensing, in terms of classified licen-
14 ses. I notice that it says "each driver holds only one license
15 which identifies the types of vehicle he is authorized to
16 drive, and see motorcycle safety standards." Does this mean
17 that you do not expect specialized licenses for trucking and
18 other than motorcycles?

19 SECRETARY BOYD: No. I'd take that to mean that
20 each driver will have a license which says that he is en-
21 titled to drive --

22 QUESTION: -- specific types of vehicles including
23 types of trucks, tractors, semi-trailers, busses.

24 SECRETARY BOYD: Or taxicabs.

25 QUESTION: --- taxicabs, etcetera?

1 SECRETARY BOYD: Yes.

2 QUESTION: So you would so interpret it that way?

3 SECRETARY BOYD: Yes.

4 QUESTION: Mr. Secretary, how long do you estimate
5 it'll take for the states to come into compliance with the
6 provision for vehicle inspection?

7 SECRETARY BOYD: I think that you'd better talk to
8 Doctor Hatton about that; I'm not that close to the physical
9 capability of the states -- Doctor Hatton will be available
10 over in his building today.

11 QUESTION: Mr. Secretary, how are you going to
12 attempt to carry out inspection, as far as compliance is con-
13 cerned?

14 SECRETARY BOYD: Well, we will have -- first of all,
15 I should say, we expect good faith. I don't have any question
16 about good faith. If the state, state X submits a program,
17 which is found to meet the Federal criteria, I don't think
18 that we will feel the need for any gumshoeing to slip around
19 at night and see whether they're actually carrying it out.
20 Obviously, we're going to be sending out inspection teams and
21 evaluation teams, as much for the information we can gain on
22 the effectiveness of the program as to ascertain whether or
23 not they are actually complying with the programs they sub-
24 mitted.

25 QUESTION: Mr. Secretary, I think what everyone's

1 concerned about is you've got \$167,000.00 --

2 SECRETARY BOYD: Million.

3 QUESTION: -- million dollars initially. How do
4 you keep this from turning into a great big boondoggle?

5 SECRETARY BOYD: I think what you're raising is the
6 question whether there's any point to having a highway safety
7 program? I don't think there's any question in the minds of
8 the people who are involved in highway safety activities that
9 these thirteen regulations we're putting out all are in areas
10 which should tend to improve highway safety. I don't think
11 there's any real question about boondoggle being involved
12 here at all.

13 QUESTION: Mr. Secretary, on highway design and
14 construction, and so forth, are these the standards or are
15 there further, more specific standards to be issued that the
16 standards will have to comply with?

17 SECRETARY BOYD: Well, on highway design, the basic
18 standards are those of the Bureau of Public Roads and the
19 American Association of State Highway Officials when their
20 so-called "actual" standards are adopted by the Bureau of
21 Public Roads or endorsed by the Bureau of Public Roads. The
22 highway standards involved here are ancillary to those basic
23 standards.

24 QUESTION: Mr. Secretary, the 167 million will not
25 be used for actual reconstruction of unsafe highways?

1 SECRETARY BOYD: No. These are -- the 167 million
2 dollars which is available for the highway safety program is
3 not available for construction or reconstruction.

4 QUESTION: Do you plan to ask for funds to distri-
5 bute to the states for reconstruction of interstate highway
6 systems which have been proven to be -- have unsafe features?

7 SECRETARY BOYD: No; I don't think so. That's a
8 matter of utilizing funds which are presently available to the
9 states through the Highway Trust Fund. This is -- what you're
10 talking about is an expansion of the spot improvement program,
11 which has been in effect since 1963. We expect that to be
12 somewhat accelerated, but within the framework of the Highway
13 Trust Fund.

14 QUESTION: As you undoubtedly know, there's been
15 much criticism of the fact you can -- the states can get
16 75% funds for highway beautification, but no funds earmarked
17 specifically for safety. They have to use that safety fund
18 out of construction money. Do you expect to continue this
19 way?

20 SECRETARY BOYD: Oh, I think so.

21 QUESTION: Mr. Secretary; may I shift from highways
22 to airports for a minute?

23 SECRETARY BOYD: Take your pick, Adele.

24 QUESTION: As you know, I'm sure, Stewart Tipton,
25 last week, recommended establishment of a Federal loan program

1 for airport construction, and also a corporation that under
2 certain circumstances could build and operate airports. What
3 is -- as Chairman of the White House Airport Task Force, do
4 you think this is a good idea?

5 SECRETARY BOYD: Well, of course the Task Force you
6 talk about never had the members named.

7 QUESTION: That was my next question.

8 SECRETARY BOYD: So I appreciate your designating
9 me as Chairman.

10 QUESTION: You were named, weren't you, officially?

11 SECRETARY BOYD: Well, I think Charlie Murphy and I
12 were, to head up the Task Force.

13 There's been a great deal of work done, and I would hope
14 that something in the nature of a public report and represen-
15 tations to the Congress be submitted shortly. I'm not able
16 to go into any further details.

17 QUESTION: Well, what about Mr. Tipton's suggestion
18 for this particular method?

19 SECRETARY BOYD: Mr. Tipton has spent many years of
20 his life in aviation and is a man of sound judgement, and I
21 find that many of the things he says I agree with.

22 QUESTION: Do you agree with this particular thing?

23 SECRETARY BOYD: Well, I certainly agree that there
24 needs to be a provision for additional funds for airport con-
25 struction.

1 QUESTION: Is Mr. Tipton a member of the Task Force?

2 SECRETARY BOYD: You'll have to ask Mr. Tipton.

3 QUESTION: Mr. Chairman, you have a nationwide
4 program here for maintaining a definition of surveillance of
5 accident locations. How about accident causes which are
6 intrinsic in the vehicle and the driver rather than the loca-
7 tion? Is there any similar program for cars?

8 SECRETARY BOYD: Yes. This is the -- of course,
9 one of the things that we hope to be able to do is to develop
10 the kind of statistical data which will give us, over time,
11 information about accident-prone locations, accident-prone
12 drivers and accident-prone vehicles.

13 QUESTION: Is that in this -- I don't recognize it
14 in the regulations here.

15 SECRETARY BOYD: No; we're just -- this is as far
16 as we could go at the moment, but we are trying to develop a
17 data base to generate the information for a data base which
18 will cover all of these areas. Some of this will be done out-
19 side of the grant programs; some of it will be direct Federal
20 activity.

21 QUESTION: Mr. Secretary, you mentioned one ten
22 percent penalty on highway funds, and another that involves
23 the possibility that a state which does not meet the bill-
24 board control deadlines could suffer another ten percent
25 penalty. Some of the states apparently are quite worried

1 about this. How tough are you going to be?

2 SECRETARY BOYD: Highway beautification penalties?
3 Well, as you may recall, the Bureau of Public Roads came out
4 with some draft regulations early last year, 1966. Then in
5 July there were amended regulations. Then in January of this
6 year, there were further amended regulations, and at that
7 stage of the game, roughly around the end of January, the
8 House Subcommittee on Roads of the Public Works Committee in-
9 dicated that they were going to hold hearings on this whole
10 business, and most of the legislatures met this year, in the
11 spring of this year, and many of them felt there was so much
12 confusion about what they were trying to deal with that they
13 did not take any action to implement the Highway Beautification
14 Act of 1965. We are not at a stage where I think we're fairly
15 clear on what the regulations will be, but most of the legis-
16 latures are no longer in session, and that being the case, it
17 would seem to me inequitable for us to attempt to impose
18 penalties on the states when I don't believe they've had a
19 fair opportunity to act on the basis of explicit information
20 as to what they were acting on. So I can say that I have no
21 expectation of imposing any penalties during the year 1968.
22 I would like to state further that what we are concerned with
23 is not penalties, but programs. We want a highway beautifica-
24 tion program that is a meaningful program, and we are not in
25 the business of trying to obtain funds for the Federal govern-

1 ment through the imposition of penalties.

2 QUESTION: Mr. Secretary, do you plan to intervene
3 in these rate cases, but the motor carrier and the railroad
4 rate cases, before the ICC now?

5 SECRETARY BOYD: I can't give you an answer to that;
6 I'm sure you're aware that we have written a letter to the
7 Chairmen of the regulatory commissions. The only one -- we
8 wrote to FMC, CAB, and ICC, commenting on our concern about
9 inflation. I have no idea whether or not we may participate
10 as an intervenor in any rate case, any of the existing or
11 future rate cases. If it appears to us to be a matter where
12 we should intervene, we shall do so.

13 QUESTION: Is your letter to be construed to mean
14 that you, or the Department believes that these rate increase
15 proposals are inflationary or only that they may be?

16 SECRETARY BOYD: What I said in the letter was that
17 we would appreciate the ICC doing as it has in the past, that
18 is to say, taking a look at the question of inflation to as-
19 certain whether or not a rate increase would be inflationary.

20 QUESTION: But you do not believe that these par-
21 ticular increases necessarily are; is that correct, sir?

22 SECRETARY BOYD: I'm not prepared to say whether
23 they are or are not.

24 QUESTION: Mr. Secretary, we've been writing of
25 these standards; have you projected how this program is going

1 to change the whole picture of highway safety?

2 SECRETARY BOYD: You mean are we shooting for a goal?
3 "We killed 50,000 people this year; next year we kill 40,000,
4 so we've had a great success."?

5 QUESTION: That's exactly what I mean.

6 SECRETARY BOYD: No. We have not attempted to
7 establish any quantitative goals.

8 QUESTION: Mr. Secretary, to return to your comment
9 on funding in relation to beautification, does this same
10 liberal outlook pertain to these on highway safety, inasmuch
11 as many legislatures will not be meeting next year, and there-
12 fore it will be simply impossible for states to comply fully
13 with these standards by December 31st, 1968.

14 SECRETARY BOYD: Well, let me put it this way. As I
15 mentioned earlier, we expect all of the states to act in good
16 faith, and I say that very sincerely. So far as I can visual-
17 ize at the moment, the only time when we would attempt to im-
18 pose a penalty in the highway safety area would be in the case
19 of bad faith in a state, and I just cannot conceive that as
20 being a very real possibility.

21 QUESTION: Mr. Secretary, last week Judge Anderson,
22 who's in charge of the bankruptcy of the New Haven Railroad,
23 said that Federal grants would be required to keep the railroad
24 from going under before its inclusion in the Penn-Central. Do
25 you have a comment on that?

1 SECRETARY BOYD: Well, I'm not certain that I agree
2 with the Judge, in that respect. I think that had he said
3 additional cash will be required, then I would be in complete
4 agreement.

5 QUESTION: Is "Federal" the word that you disagree
6 with?

7 SECRETARY BOYD: Yes; I don't think that there
8 necessarily has to be a Federal dollar; my impression is that
9 the railroad can run on anybody's dollars. It's just a matter
10 of getting more money into the system.

11 QUESTION: Mr. Secretary, on the question of driver
12 -- or vehicle inspection, do the standards apply to trucks,
13 trucking fleets? The same standards apply to trucking fleets
14 that are proposed to apply to ordinary cars? The reason I
15 asked this is that trucking fleets are not inspected the same
16 way, I understand. A man doesn't drive an individual truck
17 to an inspection station and have it inspected for safety.
18 Sometimes I think the fleets do their own inspection and cer-
19 tify it to --

20 SECRETARY BOYD: Of course, the Department has taken
21 over all the rules and regulations which had been previously
22 established by the ICC for the motor carriers operating in
23 interstate commerce, and those will remain the same, and I
24 will have to refer you to Doctor Haddon for private trucking.
25 Private carrier inspections.

1 QUESTION: Mr. Secretary, you have a system here
2 where you want to register every -- the ownership of every
3 vehicle. The FBI also has a registration system for missing
4 vehicles. Will this interlock with the law-enforcing agencies?

5 SECRETARY BOYD: Well, certainly. We hope to be
6 able to develop, through the use of automatic data processing,
7 a much more comprehensive communications system between the
8 states and the Federal government than has been the case in
9 the past, and I would expect that the FBI would be interested
10 in utilizing our driver or vehicle registration.

11 QUESTION: Mr. Secretary, a bill presently pending
12 in Congress wishes to set up a private promotion office
13 within the DOT: do you feel that that is needed, and do you
14 feel that Federal money should be spent on getting the American
15 citizen to travel around the United States?

16 SECRETARY BOYD: I would certainly defer to the
17 wisdom of Congress, and if the Congress should decided to
18 establish such an office, we'll give it twenty-four carat
19 promotion. However, I am frankly unaware of anybody in this
20 country not having available information on resorts, hotel
21 costs, travel costs or whatever they want to know about taking
22 a trip. I am certainly very much in favor of the U. S. Travel
23 Service, which operates abroad, but I do not see the relative
24 need for a domestic travel service.

25 QUESTION: Mr. Secretary, to follow up your question

1 -- or your answer on the New Haven, would you at this point
2 oppose Federal grants toward New Haven support?

3 SECRETARY BOYD: Well, I certainly do not feel the
4 Federal government should just go ladleing money out to the
5 New Haven as it is operating today. I think that the Federal
6 government has a responsibility which is no less than that of
7 any potential investor, and as an investor, if I were going
8 to put money in the New Haven Railroad, I think I would insist
9 on some changes in the operation.

10 QUESTION: Mr. Secretary, can we expect new high-
11 way standards within the near future, and if so, when? Addi-
12 tional ones, I mean.

13 SECRETARY BOYD: You mean design standards?

14 QUESTION: Safety standards. Are more needed in the
15 first place, and if so, when?

16 SECRETARY BOYD: I'm not sure that I follow your
17 question. Are you talking about highway safety standards
18 similar to the thirteen that are being announced today?

19 QUESTION: Yes.

20 SECRETARY BOYD: Yes, there will be more. I do not
21 expect more in the immediate future, but there certainly will
22 be more, as we're able to expand our activities in this area,
23 and as we find gaps in what we're doing. This is a first cut,
24 and it is obvious that we haven't completely filled in the
25 circle. But I do not know what the gaps are.

1 QUESTION: Which of these areas is our greatest
2 need, would you say? Some of the states are doing some of
3 these things already, of course.

4 SECRETARY BOYD: Oh, sure. I don't think it's
5 possible to generalize. The various states have different
6 degrees of activity, and in the highway safety area, and I'm
7 not -- I would say off-hand that I think probably the require-
8 ment for motor vehicle inspections is about as general an
9 area of inadequacy throughout the country as any. I think
10 that over the long run, one of the most important, in terms of
11 lifesaving, of these activities, will be the emergency medical
12 care.

13 QUESTION: What does a state have to do to start
14 qualifying to get money from you?

15 SECRETARY BOYD: Submit a program.

16 QUESTION: Just submit a program on any one of the
17 thirteen standards?

18 SECRETARY BOYD: Yes.

19 QUESTION: It doesn't have to do the whole thirteen?

20 SECRETARY BOYD: No; we're going to try to make this
21 as prompt, because they've got -- the states have got problems
22 just as we have, with shortages of personnel.

23 QUESTION: Since these standards are rather general,
24 what happens when a state says it is meeting them and you say
25 it isn't?

1 SECRETARY BOYD: Well, I would trust that we'd be
2 able to talk the thing out and reach an agreement. There
3 are bound to be differences of opinion, but it's difficult for
4 me to see that if a state feels that it is meeting the stan-
5 dards, that we cannot find a common ground.

6 QUESTION: Well, is there any provision for appeal,
7 or do you have the last word?

8 SECRETARY BOYD: Well, at the present time, under
9 the law, the Secretary has the last word.

10 QUESTION: There seemed to be some question before
11 a House Subcommittee on Federal aid to highways last week
12 about whether the states would receive 90-10 or 50-50 match-
13 ing on safety improvement, on their interstate highways that
14 are already completed, and no one seemed to be able to resolve
15 whether they would get the 90-10, on these construction funds.

16 SECRETARY BOYD: On that, I think that Congress will
17 probably have to take a position on that.

18 QUESTION: Mr. Secretary, do you anticipate, in
19 terms of money, when you talk about the 187 million dollars,
20 which, according to all estimates that I've heard from the
21 states themselves, that this is completely inadequate and
22 could not make it up possibly nationwide to meet all these
23 standards with even their matching funds; in fact, I heard
24 one estimate last week of two billion dollars per year in
25 order to meet the present standards -- the standards that are

1 anticipated, which is pretty much the way they are. Do you
2 anticipate, in your report going into Congress in January to
3 point out some of these financial problems that the states
4 will be facing?

5 SECRETARY BOYD: Oh that, definitely. I'm not
6 sure about the two billion dollar figure, but I quite agree,
7 it's going to take an awful lot more money than we talked
8 about up to the present to do an adequate job, and we will
9 certainly make it clear to the Congress as to what our pro-
10 jections of the cost are.

11 QUESTION: Mr. Secretary, does the penalty for fail-
12 ure -- for withholding of funds apply to any other funds than
13 those appropriated specifically in this Act? In other words,
14 you wouldn't withhold funds for highway construction under
15 another act as a result of failure to comply under this Act?

16 SECRETARY BOYD: Yes, you would.

17 QUESTION: You would?

18 SECRETARY BOYD: Yeah. The law is very clear on
19 that.

20 QUESTION: How will the money be allotted, and how
21 will it be spent? Will each state get a certain share, or
22 will they get their share as they submit -- part of their
23 share as they submit --

24 SECRETARY BOYD: Well, the money will be -- the
25 funds will be allocated; 75% of the funds will be allocated

1 by a statutory prescription, which is, on a population basis.
2 The remaining 25% for this year, will be allocated on a dis-
3 cretionary basis, by the Secretary, and in January, I believe,
4 we have to go back to the Congress with a recommendation as
5 to how the remaining 25% should be allocated.

6 VOICE: Thank you, Mr. Secretary.

7 (End of proceedings as recorded.)

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