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U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

U. S. Chamber of Commerce Closed Circuit TV Presentation "Challenge From the Nixon Administration". Closed Circuit television was viewed by some 20,000 Community Leaders in 26 cities across the Nation, March 26, 1969.

It is a pleasure for me to join my Cabinet colleagues in extending heartiest congratulations to the U.S. Chamber for presenting this tele-conference. And as a former President of the Boston Chamber, let me say that I understand and appreciate full well the massive job of planning and preparation that was required to bring together some 20-thousand government, community, religious, labor and civic leaders at 26 separate locations on a Wednesday morning!

And when I say "bring together," I look beyond the unofficial slogan that has been given to the Nixon Administration. When the Secretary of Transportation is told to "bring us together," it usually comes from someone who is sick and tired of waiting to make a connection -- someone who's in a holding pattern over an airport -- someone who's in the middle of a massive traffic jam -- someone who realizes that our Nation's transportation system really isn't a system, but an uncoordinated, unbalanced association of various transport modes.

This is the challenge D-O-T has been presented with: our Departmental task is, in a nutshell, to work for a balanced system of air, highway, rail, and water transport of both goods and people. A system that is efficient and effective. A system that will give us a dollar's worth of value for every dollar spent.

As a first step in this direction, we are in the process of assembling, at D-O-T, a team of people who not only are experienced in conventional approaches to transportation, but are also very strong on research.

As my Under Secretary, we have been extremely fortunate in obtaining the services of Jim Beggs -- formerly Associate Administrator for the Office of Advanced Research and Technology at the National Aeronautics and Space Administration.

Our Assistant Secretary for Research and Technology is Secor Browne, who was an Associate Professor for Air Transport at M-I-T, and who is a widely recognized authority in civil aviation

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and aircraft engineering. As Assistant Secretary for Policy Development and International Affairs, we have Dr. Paul Cherington -- who held the transportation chair at Harvard -- (and this is an appointment that has been hailed throughout the transportation industry as well as the press, because he's perhaps the very top man in his field).

We have created a new Assistant Secretary's post -- that of Urban Affairs and Environment -- and for this slot we have recruited Dorm Braman, Mayor of Seattle, one of the Nation's most progressive cities.

Beyond the immediate Office of the Secretary -- we have top men in our operating Administrations; Jack Shaffer from Cleveland and T.R.W. as Federal Aviation Administrator; Reg Whitman of Minnesota and the Great Northern Railroad as Federal Railroad Administrator; Frank Turner -- the former head of the Bureau of Public Roads -- is our new Federal Highway Administrator; and Carlos Villarreal, from Los Angeles -- a city that certainly has urban traffic problems of the highest order -- has accepted the challenge of bringing new thinking to the Urban Mass Transportation Administration.

So this is the core of our team -- a team which the President and I are confident will bring us the breakthroughs we so definitely require in moving 205-million Americans and their goods where they want to go, when they want to go.

Let me touch briefly on one more point, before going to questions from the field.

I have said that we are research oriented.

Well, we are "action oriented" too.

Some two weeks ago -- at the Fourth International Conference on Urban Transportation in Pittsburgh -- I announced our new Center Cities Transportation Program.

While I cannot get into specific details here -- with the limited time available -- I might point out that this is a program designed to pull the planning together. It is a program designed to give the cities a "nudge." It seems that every Mayor has a filing cabinet full of long-range transportation plans for his city. Our new program is aimed at involving the community leadership, the city government, the merchants, labor -- in other words the entire city power structure -- in getting their urban mass transportation programs underway.

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In each of the five participating cities -- Pittsburgh, Atlanta, Denver, Dallas, and Seattle -- chamber members, trade and professional associations, and other voluntary organizations will be asked to help out in solving core city transportation crises. And I don't think it is inappropriate for me today to note that next week ... at the National League of Cities meeting here in Washington, I will be announcing the names of additional cities that will share the expertise from the Center Cities Transportation Program.

This is just one area -- but I mention it today because I know it is of immediate interest to the Governors, Mayors, and community leaders who are gathered across the country for this special dialogue.

This Administration -- as has been pointed out -- is committed to a program of community involvement -- of consumer involvement -- of citizen involvement. It is especially true of the Department of Transportation.

We look forward to working closely with you and your various organizations in the years ahead.

Thank you.

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