



# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY

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REMARKS PREPARED FOR DELIVERY BY JOHN A. VOLPE, SECRETARY OF TRANSPORTATION, BEFORE THE CHAMBER OF COMMERCE OF METROPOLITAN BALTIMORE, AT THE LORD BALTIMORE HOTEL, BALTIMORE, MARYLAND, WEDNESDAY, MAY 14, 1969, 1:00 P.M.

President Nixon has assigned the Department of Transportation the task of putting urban America in motion again. Transportation Week in 1969 should therefore be not only a celebration of past triumphs, but an anticipation of what lies ahead as well.

Baltimore will play a major role in that future. This city grew to prosperity on a tide of ocean commerce and today dominates the trade of an entire region. Your investment in the new port facilities being dedicated today shows that you are preparing for the great technical breakthroughs that could make Baltimore one of two major port cities for the Atlantic megalopolis. The challenge this poses to you, the members of the Baltimore Chamber, is so obvious that it needs no elaboration.

It is evident that we are on the verge of a whole series of revolutions in transportation. Every mode will be affected. People and goods alike can achieve entirely new levels of mobility if we have the wisdom to use the potential of the planning and technological resources that are now opening up. More important, we now have the knowledge -- and I hope we have the will -- to use transportation as an instrument for improving the quality of our lives.

If that marks me as an enthusiast, I stand convicted. But I have seen many miracles in my lifetime and I am convinced that our past accomplishments are but a prologue for what we will achieve in the next generation. The present Administration is acutely aware of the potential for good and for progress that is latent within America today, and does not intend to let it be lost in the tumult and disorder of this radical phase of our history.

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In the brief space of some 110 days, President Nixon has given new hope to all the progressive elements of our society -- black and white, rich or poor, young and old. He has reoriented the Federal Government apparatus to make it more responsive to the popular will. He is fighting inflation with a huge four-billion dollar cut in Federal spending. He has launched an anti-crime program in Washington, D. C., that could become a model for other cities. He has proposed new ways to fight the hideous power of criminal syndicates. He is taking the Post Office out of politics for good. He is doing his best behind the scenes to prevent an explosion in the Middle East. He is patiently seeking an honorable peace in Vietnam.

Above all, the President has wisely decided to deploy a limited ABM System to defend our deterrent power. The Safeguard System will not only protect us in the advent of a nuclear war, but it will also give us a very handy bargaining weapon if it comes to arms limitation talks with the Soviet Union. The President's decision on the ABM is a perfect example of the cautious but tough-minded attitude of this Administration.

We certainly intend to be tough and practical on the great policy questions in transportation which must be answered during the next few months. The headlines are usually filled with speculation about the SST or air traffic tie-ups or some other dramatic problem. These individual problems must be solved -- no doubt about it. But it seems to the President and to me that a much more serious question than the destiny of any one mode is what direction transportation overall should take.

One thing is certain, our society has grown too big and complex for us to continue our ad hoc approach toward major transport problems.

For instance -- in the highway field -- we must get a better return for our tax dollars. Roads should be laid down -- yes -- but they should be designed as part of balanced, modern transportation systems for entire metropolitan regions as has long been the philosophy of my good friend, your outstanding Congressman from the fourth district, George Fallon.

I believe the cities will remain creative and prosperous if they will exploit fully the potential of what I would call transportation master planning. Baltimore was the first to see the possibilities of the "design team" concept with regard to highways. You combined the services of architects, engineers, sociologists, planners and local residents to make sure that the Baltimore Expressway preserved the Rosemont neighborhood and the eighteenth century houses at the foot of Federal Hill.

And the urban design concept team is now studying the proposed route of Interstate 95 through your city and I am confident that their performance on this project also will be outstanding.

The design team effort has been so successful that Baltimore has recently received one of Holiday Magazine's coveted annual awards for a "Beautiful America." Now that is leadership.

While I am discussing the Federal aid highway program, Maryland is to be congratulated on its efforts.

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I am pleased to report that while the percentage of Interstate roadway opened to traffic across the Nation is at 65 percent, Maryland has recorded 83 percent of its Interstate highway program as completed and open to traffic.

The Maryland Interstate projects completed since July 1 of 1965 have been financed at a total cost of more than 330-million dollars of which nearly 298-million dollars were Federal funds. Of the total Interstate highway projects underway since the end of 1968, Federal funds have accounted for 134-million of the total cost of 153-million dollars.

In connection with an integrated transportation system, let us briefly discuss, for example, to what extent existing railroad facilities can be used to boost service to and from a major airport.

That is the basic question our office of high speed ground transportation asked recently in a request to potential contractors to propose a systems and cost analysis of two plans linking Friendship International Airport with mainline track between Washington and Baltimore.

This project marks the Federal Government's first attempt to blend railroad and airline intercity travel.

The first alternative would provide railroad service from Baltimore and Washington directly to the airport. Under the proposal, a new railroad spur would be constructed from the Penn Central mainline to the airport.

A second alternative would use the railroad as the primary travel means from Washington and Baltimore with transfer from the mainline to the airport by special buses.

Do we need this type of balanced transportation system you might ask? Well, listen to these statistics. Do you realize that passenger traffic at Friendship increased from some 670-thousand passengers in 1962 to nearly three million in 1968 ... a period of six years. Astounding figures, aren't they?

Yes, it is obvious that there is a need for a master plan providing for the future growth of Friendship. The lack of such a plan is reflected in current problems of runway, terminal and cargo handling ... problems that must be solved if Friendship is to do a job for the people.

I might add at this time that the Federal Aviation Administration has participated in 23 airport development projects at Friendship under the Federal aid airport program which have amounted to seven and one-half million dollars in Federal aid. The type of development included everything from terminal to aprons, taxiways and runways.

One area on which we at D-O-T are placing great emphasis is the crisis in public transportation. Subways and buses have had a bad press. When you listen to those creaking, old-fashioned subway cars and sit behind one of those smelly, smoking thirty-year old diesel buses, you know why public transportation has failed to hold its own.

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But we now know how to create forms of mass transit that are safe, clean, comfortable, fast and responsive to a wide range of human needs. I saw such creative progress just two weeks ago out in San Francisco where I inspected the new Bay Area Rapid Transit project -- some 75 miles of brand new, computerized, highly-automated public transportation that will go a long way toward bringing the whole bay area together into a cohesive metropolis.

The system is scheduled to go into operation in 1971, and I am confident that it will serve the people well in the years to come.

This is something I know is of interest to you, because D-O-T has already allocated one point six million dollars in Federal funds for studies of a proposed rapid transit network in this area. We have committed over 150-thousand dollars for demonstration grants to improve suburban bus service and to help poor people who need a better way to get to work.

We are holding open for you this fiscal year the sum of four hundred thousand dollars to explore innovative methods of coordinating joint highway and transit planning.

Baltimore will also benefit over the next couple of years from our center cities transportation project, whose purpose is to design radically improved urban transportation systems -- systems created by human beings for human beings. As you know, the last session of the Maryland General Assembly passed a bill to establish a new metropolitan transit authority.

This authority, which actually comes into being eighteen days from now, on June 1, will plan, finance, construct and operate a public transportation system for the Baltimore region.

This region's population, as of today, is over two million people. And hear this. In only the short span of 23 years it is expected to grow to over three and a quarter million. This means that every year for the next 25 years, the area will gain about 50,000 persons ... more than the present population of beautiful Annapolis.

In the face of these figures, who can deny the need for a balanced and coordinated transportation system? And a part of that system is the sorely needed District of Columbia highway network. I trust that cool heads and clear minds will prevail in this important matter and that the program, which has been stalled for years, can proceed. For we are fast running out of time.

You know, ladies and gentlemen, from my years of experience as a contractor, highway administrator, Governor of Massachusetts and now Secretary of Transportation, I've observed that though we often have the resources to do what is necessary, we somehow lack the imagination.

It is self-evident to me that if we can send a man around the moon in seven days we can also send a man from here to Friendship Airport in seven minutes or get him to New York -- portal to portal -- in half an hour. We have the technology at our fingertips. We lack only the habit of applying what we already know.

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I am optimistic about the urban centers of America. They provide variety, human contact, talent and opportunity. And there is an often unrealized vitality in the urban core.

It is the policy of this Administration to make certain that transportation becomes a means of ensuring human values and commercial prosperity in forward looking cities like Baltimore. We recognize that the future well-being of our people will depend to a very marked degree upon how quickly and how well we apply systems thinking to the enigmas of modern transportation. We have or shortly will have the resources. Do we have the determination? Perhaps this should be the central question of Transportation Week in this decisive year of 1969.

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