



# DEPARTMENT OF TRANSPORTATION

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# NEWS

## OFFICE OF THE SECRETARY

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REMARKS BY U.S. SECRETARY OF TRANSPORTATION JOHN A. VOLPE ON STATE  
AND LOCAL TECHNOLOGY SHARING, OCTOBER 18, 1972, WASHINGTON, D.C.

The Department of Transportation's job is to support the transportation community -- primarily through State and local governments. For us, that is the name of the game!

Having been a State governor, the question of how we can develop a better partnership and sharing between the Federal Government and the State and local governments in all areas, and specifically in the area of science and technology, has been foremost on my mind since coming to DOT.

The Department of Transportation Act in part directs me to promote and undertake development, collection and dissemination of technological, statistical and economic information, and also to consult and cooperate with State and local governments. Our actions and programs in the past reflect that we at DOT take this charge seriously. Based on President Nixon's belief that we must do more, as was reflected in his precedent-setting message to Congress on science and technology, we are now in the process of taking steps to improve the bond between the Federal and State/local governments.

In large measure, the DOT is decentralized, with the great bulk of its employees located where they can interact with state and local people. Of approximately 70,000 civilian employees in DOT, approximately 60,000 are located outside the Washington, D. C. Metropolitan area (almost 50,000 of these are with the Federal Aviation Administration). These people have varying responsibilities, but they do represent a resource for closer relationships with State and local people.

In the modal administrations, to varying degrees, we have active and effective mechanism for interaction with state and local people. For example, the very nature of our Urban Mass Transportation Administration program



makes it a state and local sharing program. Viewed as a technology sharing program, we would describe the logic of the UMTA program as: (1) UMTA capital grants provide funds for States/locals to apply technology; (2) UMTA technical studies grants provide funds for States/locals to decide on the technology to apply; (3) the UMTA RD&D program provides the urban transit technology which can be applied; and (4) the UMTA managerial training grants and university research and training grants provide funds for expanding local urban transit knowledge and research at local levels and at universities so that we can all better understand the problem we are trying to solve. The structure is logical, but we have initiated specific efforts to make sure it works better.

The UMTA urban transportation planning system in our RD&D program has as its objectives to: (1) build computer based methodology for planning multimodal transportation systems; (2) demonstrate and document methodology used in selected pilot cities; (3) disseminate methodology to local transportation planning agencies; and (4) provide ongoing support in the use of methodology and for continued development. I feel this last step is critical to the success of such an effort. Additionally, in UMTA, we have undertaken an effort to define the best means and forms of dissemination of technical data on urban transit systems.

The FHWA program has a similar logic in that (1) the trust fund grants provide the funding for the application of technology for constructing highway systems, (2) the Highway Planning and Research (HPR) funding, the National Cooperative Highway Research Program (NCHRP), and the new Contract Research program provide funds for States to conduct planning and research; and (3) the FHWA R&D program provides additional technology options for eventual application. Similarly, in the FAA, we have our airport development grants and our airport planning grants which both go to State/local governments.

Many of our NHTSA programs are conducted directly through State/local agencies. The most prominent, and in my view, one of the most important in the Department, is the Alcohol Safety Action Projects (ASAP).

At the Office of the Secretary level and from an intermodal standpoint, we have a number of active elements to assure effective sharing with State/local governments. First, we have a number of advisory committees with members representing city, county, regional, and state governmental or quasi-governmental agencies.

In the Office of the Assistant Secretary for Policy and International Affairs, our national transportation studies provide a continuing process whereby the Department makes an assessment of the nation's transportation system by going directly to the State and local governments for an assessment of future needs.



The Office of the Assistant Secretary for Safety and Consumer Affairs is conducting a series of hearings in the states on the problems confronting the transportation consumer. Thus far, ten states have been the site for these forums.

Our Office of the Assistant Secretary for Environment and Urban Systems provides multimodal urban planning and environmental interface at the OST level.

I have charged the office of my Assistant Secretary for Systems Development and Technology with the responsibility for seeing that our State and local technology sharing efforts move forward rapidly and effectively. Technology information is central to technology sharing and in this office, a major effort has been underway to develop the Transportation Research Information System (TRIS). TRIS is conceived as a network of public and private enterprises offering a coordinated array of information for the transportation community. TRIS will incorporate the individual modal administration information systems such as the Highway Research Information Systems (HRIS).

My regional representatives also provide an important interface between by office and State and local people.

I have also taken a recent action which I feel will provide significant long term benefit to the Federal/State local partnership. I refer here to our program for intermodal planning in the field. I believe this type of planning is fundamental to coordinated and balanced transportation and for assuring State/local influence in the Department's programs. On September 22, I announced the inauguration of a new program of support to university research efforts -- a program designed to focus university expertise and knowledge on the solution of pressing national transportation problems. This program reflects the President's determination to reorder the priorities of this country. It will bring to bear on transportation the most advanced thinking and capabilities of our universities, particularly among the young graduate students there. To be sure that the results of this program will be useful to the real world of transportation, and be more than a mere academic exercise, we are giving special preference to proposals from universities which contain an arrangement between the university and its own local community, to share the work and financial support of proposed projects.

We are doing much, but we intend to do more. To make transportation technology sharing effective, we first need a centralized source of competence and information on modal/multimodal/intermodal/transportation technology, systems and planning. We have that source in the form of the Transportation Systems Center (TSC). The Center is the technical arm of the Department. It performs work for each of the modes and for the Office of the Secretary. Our intent is to make the Center the technical repository and technical assistance arm of the Department.



I have designated our Transportation Systems Center as the primary focal point within the Department for the exchange of technical, planning and economic understanding. This understanding will continually be shared between the Federal Government and the State and local sectors of our transportation community.

I ask you to help us to develop at the Center an ever-growing understanding of how transportation can best serve our communities -- an understanding of how the planning process can be made more effective and of the interaction between our transportation systems and the quality of men's lives. We envision a Center to which you and your people will want to come to work for periods of a few days or a few months to address these problems jointly with us, and in turn, to leave with us and to take home with you increased understanding.

Our long range plan includes provision for bringing State/local people to TSC for training, seminars, residency programs, etc., and for making information and people from TSC available to go out to state and local areas to assist in their transportation planning and technology selection processes. We have initiated the program this year. We are starting small with the major objective of defining how best we can do the job.

We in the Federal Government cannot do the job alone. We need your help in defining how best we can share technology and how we can be assured that we have the best technology to share.

The need, of course, exists for other Departments to join us more closely in this effort. In particular, we have been discussing with HUD the role they can play and they have been quite responsive. Our intent is to implement an effective method that would provide something other than money to Governors and Mayors when they come to us with a problem.

As far as I am concerned, "sharing" is the whole reason for our existence.

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