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EXCERPTS OF REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION JOHN A. VOLPE, AT THE 54TH ANNUAL AMERICAN HOTEL AND MOTOR EXPOSITION, AMERICANA HOTEL, MONDAY, NOVEMBER 10, 1969, NEW YORK CITY, NEW YORK.

I am honored to be here for the 54th Annual American Hotel and Motel Exposition. Yours is certainly a giant industry, with estimated sales this year in the \$40 billion area.

Innkeeping and transportation have been handmaidens ever since an unnamed prehistoric man decided to float on a drifting log down to his cousin's cave to stay overnight, and his cousin decided to charge him for the use of the bed. Nowadays of course, when you visit your cousin unexpectedly, he puts you up at a handy nearby hotel or motel and everybody's happy. But your business, and my business are very closely interrelated, and I would like to touch upon several matters of mutual interest here today.

Our aviation industry is expanding at an unbelievably fantastic rate. Passenger mileage has doubled in the past four years, and is expected to triple in the coming decade.

Right now we need 900 new airports in this country. We need to make considerable improvements at some 2,700 existing airports. We need a massive upgrading of our air traffic control system, both at terminals and through en route facilities. And all of this will cost money.

I know you are as delighted as I, that we are well on our way to getting that money. Last Thursday afternoon, by the magnificent margin of 337 to 6, the Airport and Airways Bill passed the full House with an astounding and just victory.

Our legislation, for the first time, proposed something more than stopgap, patchwork, makeshift solutions. Rather, we have a ten-year, multi-billion dollar program.

I predict the soaring seventies will be the innkeepers' most successful decade. These coming years will see more families, with more money, traveling more than ever before. This means you must be able to provide more rooms, by the tens of thousands, over the face of our Nation. With more miles of the Interstate Highway System being built each month and the great growth in air travel, there is little time to prepare for the most explosive profit period in your history.

Our country is definitely on the move. Figures from a 1967 U.S. Census Bureau survey reveal that 108 million Americans take at least one trip each year.

Another set of interesting figures I came across were the vast numbers that visit our country each year from abroad. Not including our good neighbors from Canada and Mexico, there are 1 3/4 million visitors on business or pleasure trips coming to our country each year. The greatest number come from Europe: 825,000, as a matter of fact, with 255,000 from South America and just over 200,000 from the Far East.

Providing additional lodgings is important to meet this great influx of people, but to meet all future needs, the requirements are far broader. I am as aware as you are that more and more motels and hotels will be built in close proximity to our airports, and near our massive Interstate network of highways ... and, not only along the highways, but the byways, too.

In addition to the Airport and Airways Bill I mentioned, we are doing other things in the Department to prepare for the future.

We have also sent to Congress a Public Transportation Act for 1969. This Act will provide an unprecedented measure of Federal support for the Nation's deteriorating public transportation system. Some 235 bus and transit companies in cities large and small, all over our country, have gone out of business during the recent past. In all too many cities it is impossible to survive, without an automobile ... and in just as many cities, automobile traffic is glutting, choking, and congesting our streets and highways.

We need clean, rapid efficient and courteous public transportation service, and our bill proposes a commitment of \$3.1 billion over the next 5 years, and a total of \$10 billion over the next 12 years to upgrade public transportation.

Why should you be concerned about this?

I say that it is in your own self-interest to do so.

For instance, I would venture that most of your employees do not live within walking distance of your hotel or motel. I am sure that they are hard-working people who must get a dollar's worth of value, for every dollar spent. They would ride a good mass transit system, if it were available.

Beyond the matter of mobility for the labor force, urban transportation is directly related to your profit and loss columns.

Since we are adding 10,000 automobiles to our streets and highways every day, we know that in the near future we will have more congestion, and greater problems with traffic jams than ever before. Which means if your customers can't conveniently reach you, then your business will reflect a decline.

My friends, the urban hotels have a definite stake in the transportation bill. If the community prospers -- you prosper. If the community strangles in transportation problems -- you do, too.

If we are to have better cities and a greater Nation, we must have better transportation.

President Nixon recognizes full well that transportation can be the key to curing many of our social ills, and I am hopeful that this important piece of legislation will be enacted, which will result in great benefit to all Americans. The potential for more efficient movement of people is enormous ... as we meet this challenge it also places more responsibility on your industry.

Let me mention also the airplane that will mark the next generation of aviation supremacy for the United States -- and I refer, of course, to the SST, the Supersonic Transport.

We have strongly recommended that this airplane be built, and that the government continue its financial participation in the development of two prototypes. I will not go into this matter at length here today, but I do want to make the point clear that the President and I have stated that the SST will not be permitted to fly over populated areas at supersonic speeds unless and until the sonic boom problems have been overcome.

The experts tell me that the demand for transoceanic SST's will be such that for the first 13 or 14 years after production has started, virtually every plane turned out will be needed for transoceanic service. So, realistically, we have until the 1990's to work on the sonic boom problem, and to bring the noise factor down to acceptable levels.

I have enough faith in American technology -- especially in this, the year of Apollo 11 -- to know that we can find a solution to any problem we approach.

Before closing, there is just one other point I would like to make: one week ago tonight, President Nixon addressed the American people -- all of us -- concerning the war in Vietnam.

I support his position. And I firmly believe that the large majority of Americans support that position, that they want wholeheartedly to end the war. I hope -- just as sincerely as our President does -- that the American people will give him the time to settle the tragic war in Vietnam and still keep our sworn commitments.

As the President said, and I quote him, "We must be united for peace -- but we must also be united against defeat. Because -- let us understand -- North Vietnam cannot defeat or humiliate the United States. Only Americans can do that."

Let me add to his words, let me say -- "Americans must not do that."

There is too much at stake. There is too much promise for the future.

The coming decade can be the best ten years any of us have ever known.

In just 51 days we embark into the soaring seventies -- a decade of promise, a decade of hope.

Very soon the first 747 will be flying with a capacity load of close to 500 passengers.

In the soaring seventies we shall see such things as tracked air cushion vehicles, and perhaps even "gravitrains" that travel in tubes powered by gravity and pneumatic pressure; we shall see more high speed trains; we shall see the SST -- if not ours, then certainly those of foreign countries; we shall see upgraded and improved urban transportation; we shall see new systems of moving people and goods, probably radically different from what we know today.

Your industry must be prepared to handle the throngs who will come to you for service and lodgings. I can assure you that we in transportation will be moving the people, because we know we must. I am confident that your industry will also soar in the seventies, and that you too, will enjoy a future that is prosperous and productive.

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