



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D. C. 20590

91-S-69

EXCERPTS OF REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION JOHN A. VOLPE AT THE "TRANSPORTATION DAY" LUNCHEON, WASHINGTON PLAZA HOTEL, SEATTLE, WASHINGTON, FRIDAY, OCTOBER 17, 1969, 12:00 NOON.

Seattle is certainly a key city as far as the Department of Transportation is concerned. As one of the five participants in our Center Cities program under the Urban Mass Transportation Administration, we have had our researchers doing a lot of work here.

The President's decision to go ahead with the SST program is certainly good news to Seattle, and we are looking forward to the day when our great United States supersonic transport takes to the air as the finest airplane in the world.

By the amount of activity and involvement, Seattle might as well be called "DOT West." We are interested in your city, we are active in your city, and we are excited over the prospects of what can happen in your city in the months and years ahead.

I note of the fact that 24 hours from now there will be 10,000 more cars on our highways than there are right now. I could go on at length about the fact that our airlines are increasing their load capacities by 66 million seat miles per day.

In 1969, we are recognizing the fact that without transportation, without basic mobility, without access to the far-flung amenities that



make life worth living, we are trapping people in cities; we are creating the urban ills that plague our cities from coast to coast. The sad fact is, we are fostering the urban crisis as long as we neglect the transportation crisis.

It is to President Nixon's enduring credit that he has recognized the critical dimensions of urban transportation. It is to the President's credit that when transportation is discussed in Cabinet meetings, in the Urban Affairs Council, and in the Environmental Quality Council, it is discussed increasingly in terms of economic health, the quality of metropolitan living, and even the civil rights crisis.

Efficient public transportation in our cities -- our small cities as well as the large ones -- is an absolute necessity if those cities are not going to stagnate, choke and die.

It was with a full understanding of this threat that President Nixon and I submitted to the Congress the Public Transportation Act of 1969.

Our bill proposes a 12-year, \$10 billion program to provide funds on an assured basis for construction, expansion, and improvement of public transportation in growing urban America.

Our legislation calls for the Congress to firmly indicate its intent to fund an on-going program, and is further bolstered by a budgetary mechanism known as "contract authority" which will enable cities to undertake long-range projects.

Our legislation seeks the authority to commit funds starting at \$300 million and rising to \$1 billion during the first 5 years, then holding level with an additional \$1 billion each year for the balance of the program.

Public transportation is in the public interest. It is part and parcel of the solution to the urban crisis. We should finance public transportation in the same way we finance public safety -- public administration -- public welfare -- public health.

With your help -- and the help of similar groups of influential people across the country -- we will get our financing and we will get these projects started in large and small cities throughout the land.

I earnestly solicit your involvement, your support, and your efforts. If we can get this bill passed this year, I know for sure that the results for Seattle will be immediate and substantial. Your geography, your immediate needs, your overall civic attitude, the fact that you are one of our five center cities -- all these are points to your credit.

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