



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

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REMARKS BY U.S. SECRETARY OF TRANSPORTATION CLAUDE S. BRINEGAR AT THE AMERICAN TRANSIT ASSOCIATION'S TRANSBUS MODEL NEWS CONFERENCE, WASHINGTON, D.C., MARCH 21, 1973

Thank you, Mr. Gates. Good morning, ladies and gentlemen.

It's a great pleasure to announce today that the Department of Transportation, through its Urban Mass Transportation Administration, is making a \$97,000 grant to the American Transit Association to conduct a nationwide tour of the TRANSBUS models displayed in this room.

The primary objective of displaying these models is to show the general public, local officials, and transit system operators the improvements and innovations they can expect from the TRANSBUS program. This program, which is being managed by Booz, Allen Applied Research as the prime contractor to UMTA, has three subcontractors represented here today in person and by these handsome models.

The TRANSBUS program really got under way in 1971 when these three corporations were awarded contracts to develop their own individual designs for a new-generation bus ... or the "bus of the future," as some prefer to call it. I think public awareness and understanding of the TRANSBUS program is vital for several reasons:

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First, by displaying these models, we hope to generate greater local support for bus systems and exclusive bus lanes. In effect, by bringing these models to the cities and explaining their improved design features, we can prove that a new age of urban bus transportation is on the horizon.

Second, we want local government officials and planners to be aware of the potential value of the TRANSBUS program to help reduce congestion and pollution in their communities. For many cities, the TRANSBUS program could offer near term and low cost help toward solving both of these problems.

Third, we want bus transit operators to learn how this program will enable them to modernize their fleets and help provide vastly improved service to their passengers in the years ahead.

But there is an equally important benefit we at the Department of Transportation expect from the ATA TRANSBUS model tour. Many thousands of people will be seeing these models and learning about their advanced design features. They will be given an opportunity to express their views regarding these new buses. This feedback will help us at the Department of Transportation learn how the future passengers and operators feel about the designs now being developed in our TRANSBUS competition.

This information will help us decide which design offers the best answer to the needs of both the passengers and the operators. We also hope to learn about refinements to these buses that would improve the final design we plan to offer as the standard 40-foot urban bus of the future.

There is just one more point I would like to make about the model tour ATA will conduct under this grant: this is a joint effort. With me this morning are representatives from the Federal government, from the transit industry, and from private corporations. In this respect, the TRANSBUS program itself could be considered a model of what President Nixon is seeking in all of his domestic programs. This is not just a Federal program. This is not one industry's program. This is a program in which Americans from every level of government, from many transit systems, and from private corporations will be working together to improve public transportation for every city and every citizen in this great Nation.

With the help of the American Transit Association, we shall introduce the TRANSBUS program to cities throughout the country. We seek local awareness and local support. This is vitally important because, eventually, the success and the benefits of the TRANSBUS program will be determined at the local level.

This is the way most Americans believe our society should operate. I personally believe very strongly in this system. Moreover, I am confident that the cooperation we see here this morning, and the local support we shall see in the months ahead, will help us improve the quality of mass transportation --and the quality of life-- in America's urban centers.

And now, Mr. Gates, allow me to present you the grant for the American Transit Association's project.

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