

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

APR 12 1967

HOLD FOR RELEASE UNTIL
12:00 NOON, SAT., APRIL 1, 1967

DOT -- 14

Secretary of Transportation Alan Boyd pledged today that his new Department will work to make transportation more efficient, more economical, more expeditious and more socially responsible.

The Secretary spoke at a ceremony at the Smithsonian Institution marking the first day of operations of the new Department of Transportation.

Secretary Boyd said his agency will also insist that all forms of transportation become safer and more reliable for the user, especially the passenger. He included, as other objectives for the transportation industry, continued technological advance, selective expansion, and increased intermodal efficiency.

"We are going to try to find ways," the Secretary continued, "for transportation to assist in the economic development of depressed areas."

Another major goal, Secretary Boyd said, would be to see that transportation makes a more positive contribution to the urban environment in this country. "We want an end to the noise, pollution and general disfigurement transportation has unintentionally brought to our cities."

The Secretary took the opportunity at the ceremonies to introduce the principal officers of the new department. They include:

Under Secretary Everett Hutchinson

The modal Administrators:

Federal Aviation Administrator General William F. McKee

Coast Guard Commandant Admiral Willard J. Smith

Federal Highway Administrator Lowell K. Bridwell

Federal Railroad Administrator A. Scheffer Lang

St. Lawrence Seaway Corp. Administrator Joseph H. McCann

Assistant Secretary M. Cecil Mackey

Assistant Secretary Donald G. Agger

Assistant Secretary John L. Sweeney

General Counsel John E. Robson

Assistant Secretary Alan L. Dean

(over)

At the conclusion of his remarks, Secretary Boyd noted that the nation's present transportation system can be substantially improved. Referring to members of his staff, he added, "When the men here with me today commence their work, I am confident it will be."

#

NEWS RELEASE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FAA Library
APR 10 1967

FOR IMMEDIATE RELEASE

DOT -- 15

Secretary of Transportation Alan S. Boyd today announced the appointment of John R. Kennedy as Executive Secretary of the new Department of Transportation. Mr. Kennedy has been serving in a similar capacity in the Federal Aviation Agency.

In his new position, Mr. Kennedy will be a key administrative officer in the Cabinet's newest and fourth largest department. Directly responsible to Secretary Boyd, Mr. Kennedy will head up a central staff to assist the principal officers of the Department in their conduct of Departmental business and to insure responsiveness of all elements of the Department to the direction of the Secretary. He will also maintain direct liaison with the White House and serve as focal point for the Secretary's reports to the President's Cabinet.

Mr. Kennedy brings to his new position an extensive and impressive background in Government. Before serving with the FAA, he spent five years on the White House staff and was assistant to the Executive Director of the Outdoor Recreation Resources Review Commission.

Mr. Kennedy was Editor-in-Chief of the Federal Register, The National Archives, for eight years. After three years as an officer in the U.S. Army during World War II, he served as a Special Assistant in the Department of State and in the U.S. Information Agency.

(over)

Mr. Kennedy holds a B.S. degree from Georgetown University,
School of Foreign Service.

A native of Aurora, Illinois, he now lives in Washington with
his wife, Mary, and three children, Mark, Mary and Jane.

NEWS RELEASE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

962-8411

DOT -- 20

FOR P.M.'S FRIDAY
APRIL 28, 1967

TRANSPORT SECRETARY ANNOUNCES
NEW TRAFFIC OPERATIONS OFFICE

Secretary of Transportation Alan S. Boyd today announced the creation of an Office of Traffic Operations in the Federal Highway Administration's Bureau of Public Roads.

The new office will be responsible for two major programs being carried out under the Federal-aid Highway Program:

-- The Traffic Operations Program to Increase Capacity and Safety (TOPICS) of urban streets through traffic engineering improvements;

-- The "safety spot improvement program," initiated at President Johnson's direction in 1964 and directed toward remedying conditions at high accident locations on the Federal-aid Primary and Secondary Highway Systems.

In announcing creation of the new office, Secretary Boyd said, "The establishment of the Office of Traffic Operations reflects a broadening of the Federal interest in improving our highway transportation system. The Federal Government has for many years assisted the states in construction and major improvements of our principal roads and streets. But there has been a growing recognition that more must be done to make our existing highway network safer and more efficient.

"This need is especially apparent in our rapidly expanding urban areas, where traffic congestion has become an acute problem. In the new Office of Traffic Operations, the Federal Highway Administration will have the administrative machinery to attack this problem."

The Office of Traffic Operations supersedes the Bureau's former Office of Highway Safety, some of whose functions have been assumed by the National Highway Safety Bureau created last fall by act of Congress.

Secretary Boyd disclosed that in addition to the TOPICS Program and the safety spot improvement program, the Office of Traffic Operations will be responsible for application of highway safety standards prescribed by the National Highway Safety Bureau and promulgated by the Secretary in designing, constructing, maintaining, and operating the Federal-aid highway system.

It also will promote the use of uniform traffic control devices, assist in the compilation and analysis of traffic and accident data, promote the application of traffic engineering technology, and stimulate liaison between state and local traffic engineering and traffic enforcement disciplines.

Both the spot improvement and the TOPICS program are financed with regular Federal-aid highway funds on a 50-50 matching basis with the states.

In the three years that the spot improvement program has been underway, the states have programed 2,424 projects to correct high-hazard conditions at a total cost of \$430 million.

The TOPICS Program was announced earlier this year. It expands the Federal-aid Primary System to permit the selection of additional principal streets in areas of 5,000 population or more to receive Federal aid for traffic operation improvement only, but not for major construction or reconstruction projects.

Typical of such improvements are channelization of intersections, construction of grade separations to relieve crucial bottlenecks, installation of electronic traffic controls, upgrading of lighting and traffic control devices, and development of special loading and unloading facilities for busses and trucks. Two cities -- Canton, Ohio and Stamford, Connecticut -- have been chosen for pilot projects in the TOPICS Program.

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE

May 3, 1967

DOT -- 2567

WASHINGTON -- A. Schaffer Lang was sworn in today as Federal Railroad Administrator by Secretary of Transportation Alan S. Boyd.

The 39-year old Administrator will direct the programs of the Bureau of Railroad Safety, the Office of High-Speed Ground Transportation, and the Alaska Railroad.

Lang formerly was Deputy Under Secretary of Commerce for Transportation Research. Before taking that post late in 1965, he had been Director of Operating Data Systems for the New York Central Railroad.

Lang expressed great confidence in the future of the nation's railroads and the increasingly important role they will play in the nation's total transportation system.

A co-winner of the 1951 Highway Research Board Award, he previously was assistant professor of Transportation Engineering at the Massachusetts Institute of Technology, an instructor at the Army Transportation School at Fort Eustis, Va., and an operating department officer for the Denver & Rio Grande Western Railroad.

A native of St. Paul, Minnesota, he holds a Bachelor's and a Master's Degree from MIT.

He lives with his wife, Millicent Thompson Lang, and their three children, Sarah, Jeremy, and Phoebe, at 6444 Georgetown Pike, McLean, Va.

####

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR RELEASE

DOT -- 2767

Sunday, May 7, 1967

SECRETARY BOYD PLEDGES SUPPORT
OF AASHO SAFETY RECOMMENDATIONS

Secretary of Transportation Alan S. Boyd today pledged the full support of the Federal-aid highway program in carrying out new and wide-ranging recommendations for improving highway safety presented to him by the American Association of State Highway Officials.

The AASHO recommendations resulted from a critical survey of the safety characteristics of the Interstate and other highway systems. The survey's objective was to identify those aspects of highway design and operation which could be improved to increase safety and the quality of traffic service.

Secretary Boyd said the resulting report and recommendations "offer an invaluable guide to highway officials throughout the nation."

He said, "The earliest possible application of these recommendations will produce real benefits in reducing traffic accidents, injuries, and deaths. For this reason, the Federal Highway Administration and its Bureau of Public Roads stand ready to assist the State highway departments wherever possible in their prompt implementation."

The AASHO report, entitled, "Highway Design and Operational Practices Related to Highway Safety," was presented by E. M. Johnson, AASHO President and Chief Engineer of the Mississippi State Highway Department.

Its detailed recommendations are directed primarily to roadside design and traffic operations. It urges "an intensive crash program to remove roadside hazards on existing streets and highways and to engineer the roadsides of new facilities with safety as a major criterion."

-more-

"Only in this way," the report states, "will the motorist who inadvertently leaves the traveled way have adequate protection against death or injury."

The report notes that currently about 35 percent of all highway fatalities are associated with single-vehicle "run-off-the-road" accidents. Such accidents involve out-of-control vehicles plunging over banks or ditches, or striking guardrails, curbs, delineators, guard posts, signs, fences, bridges, culverts, traffic signals, trees, or barricades.

The report concludes that "much can be accomplished by removing hazards that currently exist on and along our roads and streets, and by improving design and operational practices so that similar or other hazards will not unknowingly be built into highways of the future."

Included in the report are specific recommendations relating to shoulders and slopes, medians, guardrails, break-away sign supports, bridge design, climbing lanes and intersections, and to signing, lighting and traffic control practices.

Federal Highway Administrator Lowell K. Bridwell said that most of the recommended improvements could be carried out with available Federal-aid highway funds, on all Federal-aid highway systems.

Federal-aid funds are administered through the Bureau of Public Roads. Francis C. Turner, Director of the Bureau, said Bureau engineers are being instructed to assist State highway departments in applying the AASHO findings on a large scale beginning as soon as possible this year and continuing for as long as necessary to accomplish a higher level of safety for all users of the Federal-aid systems.

3-9992

350

NEWS RELEASE

FAA Library

OCT 30 1967

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

Branch, HQ-610

FOR IMMEDIATE RELEASE

June 2, 1967

DOT -- 3867
962-7077

The Department of Transportation announced today that it has received nearly 10,000 applications for employment.

Many more people applied for higher level clerical, general administrative and executive jobs than there are positions available.

The Department still needs applications from people with highly specialized transportation, economics and human engineering knowledges, and stenographers for secretarial positions at grade GS-5 and below; but the outlook for employment in other types of positions is not promising, the Department said.

###

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FAA Library

OCT 30 1967

Testing

Branch, HQ-610

FOR IMMEDIATE RELEASE
June 8, 1967

DOT -- 4067
962-5157

Under Secretary of Transportation Everett Hutchinson announced today that the National Highway Safety Advisory Committee has completed its consideration of the proposed Federal highway safety standards, and has filed its recommendations with Secretary Alan S. Boyd.

The 29-member advisory committee, of which Hutchinson is chairman, completed a two day meeting Wednesday. The Committee reviewed the initial set of draft standards for state highway safety programs which were announced in February.

The Highway Safety Act of 1966 requires the states to implement comprehensive highway safety programs by December 31, 1968.

Hutchinson said that the Advisory Committee approved generally 11 of the 13 previously proposed standards and suggested revisions in the remaining two. The first of the significant changes recommended in the draft standards relates to periodic motor vehicle inspection. The Committee has urged that the final standards allow a state to enact either an annual motor vehicle inspection program or an "experimental, pilot or demonstration program approved by the Secretary of Transportation."

It was the Committee's view that a state would be permitted flexibility under this standard. Some committee members said a state should be permitted to demonstrate whether alternative inspection systems can be effective.

The Committee also recommended a change in the draft standard relating to the reexamination of drivers. It asked that states be permitted to enact programs calling for either retesting of all drivers at least every four years or for some other retesting schedule based upon criteria such as accident or driving records.

(over)

The advisory committee recommendations now go to Secretary Boyd.

The final state highway safety standards will be announced by Secretary Boyd before July 1.

The advisory committee, in submitting its recommendations, commended the Department of Transportation "...for the excellence of the job which it has done in preparing preliminary standards."

The Committee said its proposed changes or modifications will "be helpful to the advancement of highway safety."

"By the acceptance of the recommended standards the Federal, state, and local governments may take their proper places in the widespread all-out war on an epidemic which stalks the roads and streets of our land daily."

Hutchinson, in comments to the committee, said the proposed standards "represent a safety performance level or goal to be achieved and do not attempt to set any particular specifications on how the states are to meet these goals."

The highway safety act provides a 10 percent penalty of Federal-aid highway construction funds for any state failing to implement a comprehensive safety program.

Hutchinson said that this would be interpreted on a "reasonable" basis.

"I believe Congress intended for the Secretary to take a reasonable approach to any assessment of penalty," he said.

"Each program," Hutchinson said, "will be reviewed in the light of the progress the plan calls for over the existing level of safety program performance in the state. A plan does not have to provide for full implementation of the standards the Secretary will promulgate by any specific point in time.

"In the final analysis I cannot imagine a state being penalized 10 percent of its highway funds except in a very extreme situation. Of course, the public interest will be served by early implementation of the safety program."

The safety standards, Hutchinson emphasized, represent only one part of a comprehensive safety program. Other elements include the auto safety standards, changes in design, construction and reconstruction of Federal-aid highways, and major safety research.

#

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 4167

June 8, 1967

962-5157

The Department of Transportation announced today that the Coast Guard Institute will be relocated at the Federal Aviation Administration Aeronautical Center at Oklahoma City.

The Institute, which conducts correspondence courses and educational examinations for Coast Guard enlisted men, presently is part of the Coast Guard training center at Groton, Connecticut.

The training center is scheduled to be relocated at Governors Island, New York this summer.

Transfer of the Institute to Oklahoma City will release needed space at Governors Island for other use and make possible the quicker processing of admissions and lesson examinations.

The Coast Guard estimates that considerable savings can be accomplished by merging some of the automated processes involved with similar functions now being conducted at the Federal Aviation Administration Academy located at the Aeronautical Center.

This would apply particularly to processing of examinations, admission records, and student records. The move is expected to take place about July 10.

The Institute will be staffed initially with about 70 Coast Guard men. After the first year, the staff will probably be reduced to about 60.

The separate identity of the Coast Guard will be maintained.

####

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 4267

June 12, 1967

962-5157

Secretary of Transportation Alan S. Boyd today asked the transportation regulatory agencies to give "careful consideration" to the possible inflationary impact on the national economy of rate setting decisions.

In separate letters to the chairmen of the Interstate Commerce Commission, Civil Aeronautics Board, and the Federal Maritime Commission, Secretary Boyd warned of "the potential adverse impact on price stability in the national economy of the rate and other determinations" by the regulatory bodies.

"The President and the Council of Economic Advisors have pointed out the role of the various government agencies in promoting national price stability," Boyd wrote.

This role, he continued, is one "which should not be inconsistent with a regulatory agency's concern for maintaining the viability of a particular segment of our transportation system."

In the letters to the CAB and the FMC, Boyd emphasized he was not referring to any particular proceeding before either body.

In the letter to the ICC, however, Boyd commented on the possible effect of proposed rail and motor carrier freight rate increases, but he made it clear that he was not expressing an opinion on the merits of the proposed increases.

(more)

The railroads have proposed rate increases averaging three and one half per cent. The motor carriers have proposed increases of from three to five per cent.

Citing the potential impact of the proposed increases as one of "the deepest concern" to all segments of the nation, the Secretary recalled the various government actions taken last fall to slow the inflationary pressures.

He pointed to statements by the President's Council of Economic Advisors that last year's price increases still have not worked their way fully through the nation's cost and price structure, posing a continuing threat to price stability.

"Admittedly, no single element of cost or price increase can be isolated as the dominant influence in an inflationary trend," Boyd wrote.

"It is the aggregate effect of hundreds of private and governmental decisions. However, it must be conceded that the proposed rail and motor carrier rate increases will add significantly to the Nation's annual transportation bill and will be ultimately reflected in the cost of thousands of consumer items, food, housing and the support of our vital effort in Viet Nam.

"It is with these considerations in mind that the Department of Transportation urges the Interstate Commerce Commission, in the independent exercise of its regulatory responsibilities over railroads and motor carriers, to evaluate most carefully the proposed rate increases in the light of the national interest in promoting price stability as well as the equally important national interest of preserving and promoting the economic health and viability of these essential segments of our national transportation system."

He urged that the Commission give attention to the possible inflationary impact before the increases are allowed to go into effect.

The increases, he said, would cause immediate upward price pressures which could not be undone later if "after investigation, the rates are found unlawful by the Commission."

#####

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 4467

June 16, 1967

962-5157

The Department of Transportation today announced its first order dealing with safety regulation of petroleum pipelines.

The order establishes accident reporting criteria and sets forth the purpose and scope of future safety regulations, exemptions and definitions.

It also establishes a specific part (180) of the Code of Federal Regulations which will contain current and future pipeline regulations.

Alan S. Boyd, Secretary of Transportation, said that extensive technical regulations will be forthcoming in the future. They will deal, he said, with design, materials, construction, maintenance and inspection and testing.

"The purpose of such safety regulations," the Secretary said, "is to minimize the dangers to life and property attendant to the transportation of oil and other dangerous goods by pipeline."

Boyd said that there has been close cooperation between government, industry and civic groups in preparing the new safety regulations.

The Department of Transportation, through the Federal Railroad Administration, has authority over safety regulations for all pipelines with the exception of those transporting natural gas or water.

An administration bill, to extend this safety regulating authority to natural gas pipelines, currently is before Congress.

Safety regulatory authority over liquid pipelines was spelled out in an amendment to the Explosives and Other Dangerous Articles Act of 1965.

The petroleum pipeline industry supported the 1965 amendment so as to provide uniform national regulations.

The accident reporting criteria set up in the DOT order will assist in determining problem area facts on which to base future regulations.

Two principal concerns of future regulations will cover marking of rights-of-way to show location of pipelines and the problem of determining adequacy of existing, older pipelines.

#####

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE
JUNE 21, 1967

DOT -- 4567
962-5157

The Department of Transportation today announced the establishment of field coordinating units to coordinate departmental activities in 30 of the nation's principal transportation hubs.

Secretary Alan S. Boyd, in a departmental order, said a coordinating group is being formed in each geographic area where two or more of the operating administrations of the Department have major offices. These administrations include the U. S. Coast Guard, the Federal Aviation Administration, the Federal Highway Administration, and the Federal Railroad Administration.

Boyd said the order would not involve the opening of additional offices. Instead, the purpose is to provide for "more effective and economical service to the public."

He pointed out that one of the benefits anticipated from the formation of the new Department of Transportation was an improvement in the coordination of transportation activities of the Federal Government.

The coordinating groups, made up of the senior representatives of the operating administrations in each area, will provide one means toward an effective response to President Johnson's recent memorandum calling for close coordination of developmental planning, by Federal agencies and in association with State and local governments.

Among the benefits expected from the field coordination groups, Boyd said, are a better exchange of information, ideas, and experience; co-location of offices, facilities and activities where compatible and where improved service would result; coordination of Federal action in identifying and responding to transportation needs of the nation; cooperative program and project planning; and formulation of contingency plans for natural disaster or emergency.

The Secretary emphasized that the field coordination groups will not affect lines of command.

(more)

The groups, which will include local representatives of each administration, will be set up initially at:

Albany, New York; Atlantic City - Cape May, N. J.; Baltimore, Md.; Boston, Mass.; Cleveland, Ohio; New York, N. Y.; Philadelphia, Pa.; Atlanta, Ga.; Memphis, Tenn.; Miami, Fla.; New Orleans, La.; Norfolk, Va.; Chicago, Ill.; Kansas City, Mo.; St. Louis, Mo.; Minneapolis, Minn.; Albuquerque, N. Mex.; Fort Worth, Texas; Houston, Texas; Oklahoma City, Okla.; Denver, Colo.; Los Angeles, Calif.; Portland, Oregon; Salt Lake City, Utah; San Francisco, Calif.; Seattle, Wash.; Anchorage, Alaska; Juneau, Alaska; Honolulu, Hawaii; and San Juan, Puerto Rico.

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 4667

June 23, 1967

962-5157

Secretary of Transportation Alan S. Boyd today asked the Coast Guard to intensify its campaigns to curb summer boating deaths.

In a letter to Admiral W. J. Smith, Coast Guard Commandant, Boyd noted that more Americans are killed annually in boating accidents than in plane crashes and that July is the most dangerous month of the year for boating.

"This has happened despite the hard work and heroism which the Coast Guard traditionally puts into its mission of safeguarding this country's shoreline and waterways and Americans who use them," Boyd said.

"I realize that your resources are limited. To mount an expanded program with your present manpower will require an extra effort by the entire Coast Guard," he said. "But I think we must make that extra effort this summer while we prepare for more men and equipment to deal with this problem on a long-term basis."

In his letter, Boyd asked the Coast Guard to:

1. Increase accident-prevention missions of boat safety patrols, with particular emphasis on preventing overloading of small boats.

(more)

2. Intensify the Coast Guard's education program to warn summer vacationers that overloading small boats is the major cause of boating deaths in the United States.

3. Prepare a comprehensive report on improvements that could, and should, be made in boat design, safety equipment and operator education as well as recommendations for increasing safety patrol forces.

4. Recommend a model program for boating safety that could be used to raise the standards of enforcement of safety regulations by the states and improve Federal-State coordination on the problem.

Boyd said he knew part of the extra effort during the summer would be provided by members of the Coast Guard Auxiliary, "without whose dedication to boating safety the already alarming situation would be far worse."

He said improving Federal-State cooperation would be essential to success "in view of the fact that nearly half of the boating deaths last year occurred in waters over which the Coast Guard has no jurisdiction."

The Secretary said that "any real hope for success in cutting back on boating tragedies lies in more frequent and more intensive boat inspection; more thorough accident investigation, and better training of boat operators.

(more)

"However, that lies in the future and, no doubt, means more men, more equipment and more money.

"For this summer, then, I am asking that you act with the resources already at your command and treat the situation as you would any emergency."

It is estimated that more than 8,000,000 boats are in use today, about as many as the number of new cars sold in this country last year.

Boyd said that boat purchases are rising at a steeper rate than auto purchases and that the safety problem "is bound to become more, not less, serious."

Last year, Boyd said, "more than 1,300 people died in 4,350 boating accidents.

"This means that as many persons are killed in boating mishaps today as in all types of aviation accidents combined," he said.

Secretary Boyd commented further:

"I am particularly pleased that Congressman Garmatz, Chairman of the House Committee on Merchant Marine and Fisheries, has given his full support to this effort and has expressed a great interest in working with us on any program or suggestions that will result from our studies this summer."

N E W S R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE
9:30 a.m., June 27, 1967

DOT -- 4867
962-5157

Secretary of Transportation Alan S. Boyd today announced the national standards for state highway safety programs.

The 13 standards, ranging from periodic re-examination of drivers to programs for improvement of traffic control devices, are designed to implement the Highway Safety Act of 1966.

"With the promulgation of these standards, we can now begin, for the first time, to make Federal funds available to the states for their highway safety programs," Boyd said.

He emphasized that the 13 standards represent goals the states are expected eventually to reach.

The timetable for reaching these goals, he said, cannot be set yet because it depends on firm cost estimates and actions of state legislatures.

The Act requires the states to develop "comprehensive highway safety programs" and authorizes \$167 million through fiscal 1968 to assist states and local communities in this effort.

The standards cover essentially the same performance areas as the draft standards announced in February by the National Highway Safety Bureau.

The standard covering periodic motor vehicle inspections has been made more flexible to permit a state to adopt an experimental or pilot vehicle inspection plan, in lieu of annual inspection, with permission of the Secretary of Transportation.

(more)

The change reflects the recommendations made by many of the states and also by the National Highway Safety Advisory Committee.

Boyd pointed out that the standards reflect extensive consultation between the department, the states, local communities, interested organizations and individuals and the safety advisory committee.

"These standards represent an early practical step in the national effort to reduce death and destruction on America's highways," Boyd said.

"They are the opening strategy in an applied effort by the states and the Federal government to significantly raise our level of driving safety."

The Secretary said that of the money authorized under the Act, exclusive of administrative costs, 75 percent has been apportioned for state and community highway safety programs.

The remaining 25 percent, which the Act leaves to the discretion of the Secretary, will be apportioned under a formula which the department is developing.

"Within each state, Federal-aid funds will be allocated on the basis of programs whose implementation or improvement is aimed at achieving the performance goals raised by our standards," he said.

"Further, as directed by the law, at least 40 percent of the funds to a state will be earmarked for improvement of community level highway safety programs."

States which demonstrate they are in the process of implementing or improving their programs for achieving the goals of the standards will qualify for Federal funds, he said.

The steps taken to implement the Act, he said, are intended "to stimulate and assist the states toward meeting a goal which everyone in this country endorses -- the goal of safer highways."

A summary of the standards follows:

PERIODIC MOTOR VEHICLE INSPECTION -- Each state shall have a program for periodic inspection of all registered vehicles or an experimental, pilot, or demonstration program approved by the Secretary of Transportation. Every registered vehicle must be inspected at time of initial registration and at least annually thereafter or at such intervals as may be designated under the approved experimental, pilot or demonstration program. The inspections must at least equal criteria of the National Highway Safety Bureau.

(more)

MOTOR VEHICLE REGISTRATION -- Each state shall have a motor vehicle registration program and record-keeping system to provide rapid identification of each vehicle and owner, and shall make data available for accident research and safety program development. Gross laden weight of all commercial vehicles also must be registered.

MOTORCYCLE SAFETY -- Operators must be licensed and examined specifically for the operation of motorcycles. Operators must wear approved helmet and eye protection when operating cycles. Seats and footrests must be provided for motorcycle passengers, who must also wear approved safety helmets. Each cycle must have a rear-view mirror.

DRIVER EDUCATION -- Requires comprehensive driver training programs, meeting standards set by the state, be made available to all youths of licensing age. Requires certification of instructors and licensing of commercial driving schools. Calls for research, development, and procurement of practice driving facilities such as simulators and other tools for both school and adult training programs. Also requires training and retraining program for adults.

DRIVER LICENSING -- Each state shall have a driver licensing program to insure that only persons physically and mentally qualified may drive, and to prevent needless denial of the right to drive. Physical and eye-sight examinations, knowledge of traffic laws, ability to comprehend traffic signs and ability to operate the vehicle for which licensed, will be required. Drivers shall be re-examined at least once every four years for visual acuity and knowledge of rules of the road. It calls, also, for a medical advisory board to advise the licensing agency on physical and vision standards. Requires keeping of continuing records of driver histories, and means for quick retrieval of these data.

CODES AND LAWS -- Each state shall develop and implement a program to achieve uniformity of traffic codes and laws throughout the state, including rules of the road for all public streets and highways. It should also have a plan to make the rules of the road consistent with those of other states.

TRAFFIC COURTS -- Requires that Traffic Courts notify the state traffic records system of all convictions for moving traffic violations. Recommends individuals charged with moving hazardous traffic violations be required to appear in court. Recommends uniform accounting system for traffic fines and uniform court procedures for traffic cases.

ALCOHOL IN RELATION TO HIGHWAY SAFETY -- Each state, in cooperation with local subdivisions, must develop a program to reduce traffic accidents resulting from persons driving under the influence of alcohol. States are required to establish specific test procedures for determining blood alcohol content, but the blood concentration level at which a driver may be deemed to be intoxicated shall not be set higher than .10 percent by weight. A person placed under arrest for operating a motor vehicle while intoxicated or under the influence of alcohol is deemed to have given his implied consent to an alcohol content test. Recommends alcohol content tests on accident victims, and drivers surviving fatal accidents.

(more)

IDENTIFICATION AND SURVEILLANCE OF ACCIDENT LOCATIONS -- Each state, in cooperation with county and other local governments, shall have a program for identifying and investigating high accident locations and maintaining surveillance of locales with high accident rates. A systematic program for developing corrective methods also is required. Measures shall be taken to reduce accidents, and to evaluate safety improvements, at these locations.

TRAFFIC RECORDS -- Requires a statewide system, and compatible local systems, to include all traffic data for the entire state. The system shall be capable of providing summaries, tabulations, and special analyses and shall include driver, vehicle, accident, and road records that are compatible for purposes of analysis and correction.

EMERGENCY MEDICAL SERVICE -- Each state, cooperating with local subdivisions, shall have a program to insure prompt emergency medical care for accident victims. Requires first-aid training for emergency service personnel and criteria for use of two-way communications systems for dispatching aid. Specifies that systems for operating and coordinating ambulances and other emergency care facilities be established. Requires comprehensive state planning of emergency medical services.

HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE -- Requires that existing street and highways be maintained in a condition that improves safety. Requires that modernization of existing roads and new highways meet approved safety standards issued or endorsed by the Federal Highway Administrator. Requires lighting of expressways and other major arteries in urbanized areas, high accident locations, and major intersections. Calls for clear roadsides, break-away signs, special guardrails and bridgerails, and signs at freeway interchanges directing motorists to emergency care facilities.

TRAFFIC CONTROL DEVICES -- Each state in cooperation with county and local governments shall have a program for traffic control devices (signs, signals, markings, etc.) which will conform with standards issued or endorsed by the Federal Highway Administrator. Existing control devices also shall be upgraded to conform to these standards. Preventive maintenance, repair, and day-and-night inspection of all traffic control devices shall be provided.

#

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT - 4967

June 27, 1967

962-5157

Everett Hutchinson, Under Secretary of Transportation, was sworn in today as a member of the United States National Commission in the Pan American Railway Congress Association.

Secretary of Transportation Alan S. Boyd administered the oath to Hutchinson, who was appointed to the 10-member commission by President Johnson.

The Pan American Railway Congress Association, an international group operating under the Organization of American States, fosters interchange of information and technological knowledge among railroad people in the American countries. The last Congress took place in 1963 in Mexico City.

Hutchinson, the first Under Secretary in the new Department of Transportation, has held that post since February 16, 1967. He was a member of the Interstate Commerce Commission in 1955-65 and its chairman in 1961. He was president of the National Association of Motor Bus Owners in 1965-67. In 1961 he headed the U. S. delegation to the International Conference on River Navigation in Paris.

#