

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 IMMEDIATE RELEASE  
September 1, 1967

DOT -- 7667  
962-5157

Secretary of Transportation Alan S. Boyd today approved plans for the construction of a bridge over the Delaware River between New Hope, Pa., and Lambertville, New Jersey.

The approval of the application filed by the Delaware River Joint Toll Bridge Commission will permit the construction of a new bridge to replace the bridge now in operation.

Boyd announced his decision after receiving word from the Commission that it is willing "to undertake active discussion" to settle its dispute with the Government concerning tolls on two bridges on Interstate Routes.

The Commission's decision to discuss settlement came in a letter to Secretary Boyd from Commission Chairman David Goldberg.

The Department of Transportation decision does not affect the question of whether the two disputed bridges - the Delaware Water Gap Bridge on Interstate 80 and the proposed Interstate 78 bridge connecting Easton, Pennsylvania, and Phillipsburg, New Jersey - will become toll free.

The Bureau of Public Roads, now a part of the Transportation Department, has urged that the two bridges be toll free.

The decision was pursuant to a Federal court order of July 27, 1967, in a lawsuit by the Commission against the Government. The Court denied a request by the Commission to order the Government to grant the permit, and directed only that a decision be made by today.

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N E W S   R E L E A S E

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

*Mr. K...  
8/11*

FOR RELEASE WEDNESDAY - A. M.  
September 6, 1967

DOT -- 7567  
962-5157

Secretary of Transportation Alan S. Boyd today announced apportionment among the 40 eligible states and Puerto Rico of \$33 million for improvement of highways in and adjacent to National forests.

The funds, for fiscal year 1969, were authorized by Congress in the Federal-aid Highway Act of 1966, signed into law by President Johnson on September 13, 1966.

The Federal Highway Administration of the U. S. Department of Transportation administers these forest highway funds. Planning of the National forest highway system and programing of projects for construction with forest highway funds are done jointly by Public Roads, the Forest Service of the Department of Agriculture, and the states concerned. Surveys, plans, and construction are generally handled by Public Roads.

Apportionment of the \$33 million among the states was made, as provided by law, on the basis of the area and value of land owned by the Federal Government within the National forests in each state.

The amounts apportioned for fiscal year 1969 for the individual states are shown in the accompanying table.

(OVER)

U. S. DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY

Apportionment of Forest Highway Funds Authorized

For the Fiscal Year 1969

State	Amount (\$33,000,000)
Alabama	\$94,499
Alaska	2,876,562
Arizona	1,857,514
Arkansas	448,621
California	4,726,164
Colorado	2,369,913
Florida	191,703
Georgia	116,265
Idaho	3,359,992
Illinois	38,034
Indiana	22,122
Kentucky	67,837
Louisiana	76,149
Maine	12,360
Michigan	354,118
Minnesota	456,382
Mississippi	155,676
Missouri	168,664
Montana	2,630,564
Nebraska	30,806
Nevada	591,987
New Hampshire	176,347
New Mexico	1,322,373
North Carolina	203,323
North Dakota	117
Ohio	18,072
Oklahoma	22,759
Oregon	4,546,062
Pennsylvania	88,077
South Carolina	108,183
South Dakota	258,544
Tennessee	110,626
Texas	104,466
Utah	1,095,947
Vermont	59,046
Virginia	214,596
Washington	2,293,686
West Virginia	130,230
Wisconsin	184,550
Wyoming	1,407,757
Puerto Rico	9,307
TOTAL	33,000,000



## N E W S   R E L E A S E

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

744 Library

OCT 30 1967

Technical      Counseling

Branch, HQ-610

FOR IMMEDIATE RELEASE  
September 8, 1967

DOT -- 7867  
962-5157

The Coast Guard has found no threat of oil pollution from any of the four sunken tankers it has inspected during four weeks of diving operations off the east coast, Secretary of Transportation Alan S. Boyd said today.

Three tankers contained no oil at all, Boyd said. A trace of oil was found oozing from the hull of the fourth at the rate of about a cupful an hour but Coast Guard officials said it posed no threat to eastern beaches, he said.

Boyd said the diving operations, which began August 14 off Avon-by-the-Sea, New Jersey, represented the first phase of an effort to determine whether more than 100 tankers sunk during World War II represent a pollution threat to American beaches.

The second phase will be a detailed analysis of hull fittings, hull plating, oil and ocean floor samples which were collected by divers.

"We hope that we can draw some reliable conclusions about the condition of the rest of the sunken tankers from these samples," Boyd said.

Boyd said the analysis would take about three weeks.

The survey is part of a broader study of water and waterway pollution which was ordered by President Johnson earlier this year and is being carried out jointly by the Departments of the Interior and of Transportation.

More

The only oil found during the survey was seeping from the British tanker, COIMBRA, located in some 180 feet of water, 47 miles southwest of Montauk Point, N. Y. The divers and Coast Guard agree that the small amount of oil detected is not significant and poses no threat of pollution to east coast beaches. The ship was found in three sections, lying on its port side. A survey of the starboard-side tanks revealed only incidental entrapped oil. There was no access to the port and mid-ship tanks because they were buried in the muddy ocean floor. Extensive operations needed to clear the area to reach the submerged tanks was not considered a part of this phase of the operations. The hull of COIMBRA was found in comparatively good condition.

The other three ships inspected were found completely broken up with sections open to the sea. No oil was found on these ships. The VARANGER is located in 126 feet of water, 26 miles southeast of Atlantic City, while the R. P. RESOR rests in 125 feet of water, 56 miles northeast of Atlantic City, and the GULF TRADE in 75 feet of water is some 38 miles northeast of Atlantic City.

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NEWS RELEASE 4x6

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

FOR FUTURE RELEASE  
September 10, 1967

DOT -- 7767  
962-5157

The Department of Transportation and the General Services Administration today announced that the installation and use of driver and passenger seat belts will be required in all DOT and GSA sedans and station wagons.

Employees of the two agencies will be required to use the seat belts whenever driving DOT- or GSA-owned vehicles and drivers are prohibited from moving the vehicle until all passengers have fastened their seat belts.

The requirement is part of a nationwide effort by the DOT and GSA to emphasize the use of seat belts as a means of reducing injury and loss of life in accidents.

Existing DOT and GSA sedans and station wagons, without seat belts will be fitted to include them. Installation will be in accordance with National Highway Safety Bureau standards.

The General Services Administration owns and maintains more than 25,000 sedans and station wagons for the use of Federal agencies. The Department of Transportation owns 1,236 vehicles. Combined employment of DOT and GSA is more than 125,000.

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE  
Sept. 15, 1967

DOT -- 7967  
962-5157

Secretary of Transportation Alan S. Boyd today outlined the goals of a joint study of travel between the United States and Japan.

Plans for the study were announced today at the State Department. Boyd said the study should lead to the development of improved techniques for handling the anticipated large number of travelers between the United States and Japan during Expo 70.

The study will include an examination of the total environment of transportation between the two nations. Several kinds of tests and demonstrations of techniques for facilitating passenger travel and cargo movements will be considered for inclusion in the study.

Expo 70, a major international exposition on the theme "Progress and Harmony for Mankind" will open at Osaka, Japan, on March 15, 1970. It is expected that by that time, the stretched jets and jumbo jets carrying up to 500 passengers each will be operating in flights to and from the Far East.

The large number of passengers will place new strains on airport facilities and on international clearance and inspection personnel in both Japan and the United States.

Plans for the joint facilitation study were agreed to by the U. S. and Japanese Cabinet officers who are members of the Joint United States-Japan Committee on Trade and Economic Affairs. The committee's Sixth Meeting began in Washington Wednesday and ended today.

Boyd and Minister of Transportation Takeo Ohashi of Japan participated in the meeting. It was the first time the U. S. Department of Transportation had been represented at a meeting of the committee.

The committee members agreed that the facilitation study will be conducted by a joint panel of United States and Japanese government officials and transportation industry representatives who will be named later. U. S. membership on the panel will include representatives of the Federal agencies most concerned with international travel.

The panel will determine what kinds of projects should be undertaken in the U. S.-Japanese facilitation study. Boyd said some projects might involve selective passenger inspection, the elimination of certain document requirements on a trial basis, and the possible use of communications satellites for transmitting official data on air passengers and cargo.

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NEWS RELEASE

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

FOR NOON RELEASE  
September 21, 1967

DOT -- 8067  
962-5157

NEW YORK -- Secretary of Transportation Alan S. Boyd said today that the nation's supersonic transport (SST) program is a "prime example of how business and government can together achieve the goals of the nation."

Boyd commented at the Hayden, Stone Transportation Forum, at the University Club of New York.

The SST program, Boyd said, is "not an exception to any ideological rule, but a new application of the great tradition which gave us the transportation system we have today -- the highways, the railroads and the airlines."

The Secretary said that government historically has provided "seed money" to open up opportunities for private investment in transportation.

In the effort toward the creation of the SST, Boyd said, it became obvious very early that it would be virtually impossible for private enterprise to finance the building of prototype planes.

The government investment in the SST, he pointed out, will be recovered fully and an additional profit is anticipated as well. If 500 SST planes are sold, and there are "good economic reasons" to anticipate this, the government will recover fully its \$1.25 billion investment, plus an additional \$1.1 billion in royalties.

This, Boyd said, "is a mighty good investment."

The headstart of other nations in the development of the SST poses a threat to the United States' long established supremacy in the international aircraft market, Boyd said.

"Our choice was one that we traditionally have made -- use government research and development funds to enable private enterprise to compete successfully on the world market," he said.

(more)



"So the government took the lead and called for open and competitive bids on the development of a prototype supersonic transport -- hardly the usual method of creating a monopoly. This was done and the contracts were awarded so that in this initial phase, two prototype planes could be produced.

"The government agreed to put up \$1.25 billion to finance this first step -- a step that could hardly be taken by private industry alone in this country. This was done in order to effectively compete with those nations having fully subsidized aircraft industries.

"Had we insisted that the Boeing Company undertake the investment on its own, its refusal would be completely predictable. The \$1.25 billion required is more than twice the reported net worth of the corporation.

"Like any other major investment, the risks are being shared and proper incentives and penalties are provided. The government will recoup its investment through royalties on the sales of SST's -- sales made on the basis of efforts during this first initial phase in which the government is involved.

"The picture often painted of this endeavor is one showing several high government officials meeting in a back alley with a couple of moguls of industry and making a secret deal.

"Actually the roster of those involved with this program will include two prime contractors, 20,000 subcontractors and vendors, 12 U. S. air carriers, 14 foreign air carriers, 65 research and development firms, and 7 government agencies. Most important of all, before the SST goes into production, the program already has been intensively reviewed by five Congresses. That is hardly making a deal in the dead of night -- as anyone who has faced only one Congress can tell you.

"The SST program is a prime example of how business and government can together achieve the goals of the nation. It is not an exception to any ideological rule, but a new application of the great tradition which gave us the transportation system we have today -- the highways, the railroads and the airlines. The just plain bigness of this nation must be squarely faced -- the bigness of our industry, of our government, of the role we must play both at home and abroad, and of the problems that we must necessarily deal with."

Boyd emphasized that creation of a "more efficient, safer system of transportation depends, in the final analysis, on private industry and where it chooses to make its investments."

He said that Federal expenditures for transportation are "minuscule compared to the private outlay."

(more)

He appealed to top private industry to "join us in working toward a coordinated transportation system."

The Secretary also commended President Johnson for his effectiveness in bridging the gap between business and government:

"I believe we have progressed a long, long way from the rhetoric of the thirties and forties about government fighting business and business resisting government. This chasm that once separated the business man and the bureaucrat has narrowed to the width of a handshake.

"Certainly most of the credit for at least the government's work to bridge the gap belongs to President Johnson. The support and involvement of the business and industrial community have produced social and economic gains never thought possible. If one were to give this progressive collaboration a slogan, I would paraphrase Calvin Coolidge's remark when he said 'The business of America is business,'<sup>1</sup> and say 'the business of business is America.'"

"The goals of government are not separate from the goals of business and industry; they are intertwined. The success of one's pursuit of those goals is going to depend on how successful the other is."

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N E W S   R E L E A S E

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

744 Library  
OCT 30 1967

FOR P.M. RELEASE  
SEPTEMBER 22, 1967

DOT -- 8467  
962 - 5157 HQ-610

Secretary of Transportation Alan S. Boyd today commended Pan American World Airways for its recent action aimed at easing air traffic congestion in New York City.

The airline, on Tuesday, announced agreements to operate and develop Teterboro Airport in New Jersey and Republic Airport in Nassau County for general aviation use.

Use by corporate and other private craft of the two airports will help ease rush hour tie-ups at the major airports.

Boyd pointed out that "general aviation has experienced the most rapid growth of any form of transportation in recent years. Much of this growth has come from the increased useage of aircraft by business executives, a development that has had far reaching effects on our entire company.

"The rapid expansion of general aviation has added several problems that require urgent solutions. Among them is airport congestion, a factor that already threatens scheduled commercial operations. The heavy concentration of air traffic at major airports particularly in the New York metropolitan area, has led to waste in both time and money. Many of the advantages sought by executives in turning to corporate aircraft for their own increased efficiency in time utilization have been dissipated in holding patterns or on taxiways due to peak period air traffic congestion.

"Pan Am has demonstrated its leadership in attempting to unravel this problem by creating special facilities designed to serve the needs of general aviation at Republic Field and Teterboro Airport.

"It is my sincere hope that this leadership will serve as a practical example to other metropolitan airports and to other common carriers in their attempts to solve this growing problem."

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NEWS RELEASE

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

FOR SUNDAY RELEASE  
September 24, 1967

DOT - 8167  
962-5157

Secretary of Transportation Alan S. Boyd today announced the appointment of Robert M. Lowe as director of the Office of Telecommunications in the Department of Transportation.

Since November, 1965, Lowe has been a staff counsel to the Senate Commerce Committee, for which he conducted a special study of the "fairness doctrine" in broadcasting.

The Office of Telecommunications will explore communications techniques which might contribute to the development of transportation systems such as high-speed rail lines and automated highways. The office will study the possible use of satellites for navigation and transportation communications. Among government agencies, the Department of Transportation is second only to the Air Force as a user of the radio spectrum.

Lowe, 40, a native of Grand Bayou, Louisiana, has spent most of his life in Arkansas. He practiced law at Texarkana, Arkansas, for 10 years. He was press secretary to Senator J. W. Fulbright of Arkansas in 1960-63.

Lowe served in the Army Air Corps in 1945-47. He was graduated from Southern State College at Magnolia, Arkansas, in 1948. He received his law degree in 1953 at the University of Arkansas.

Lowe and his wife and four children live at Alexandria, Virginia.

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7-24-67

NEWS RELEASE

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

FAA Library  
OCT 30 1967

FOR RELEASE - SUNDAY PAPERS  
September 24, 1967

Branch, HQ-810  
DOT - 8367  
962-5157

Secretary of Transportation Alan S. Boyd today announced a \$4.8 million contract with Baltimore, Md., which he said "may well set a pattern for designing urban highways across the nation."

Under the contract, a team of highway, traffic and safety engineers, architects, city planners, sociologists, economists and others will work jointly on the routing and design of a section of the Interstate Highway System through Baltimore.

"For the first time in any major city, all of the environmental skills available will be brought to bear on the design of a highway from the very beginning," Boyd said.

"It will give Baltimore a unique opportunity to use the highway program to help it reach other developmental goals; to help it become the kind of city it wants to be," Boyd said.

"With early planning consideration of the highway's social, economic, historic and functional impact," he said, "this will become not just a road through a city but an integral part of the city."

The contract calls for a Federal contribution toward the work of the design team of \$4.8 million.

Federal Highway Administrator Lowell K. Bridwell said other cities already have shown interest in the team approach to highway design.

Bridwell said officials of Chicago and the Illinois State Highway Department are considering a similar approach to urban highway problems in that city.

Officials of the Federal Highway Administration, Bureau of Public Roads, Maryland State Roads Commission, and the city of Baltimore have been working out details of the contract for the past year. The approval of the Federal Highway Administration makes the proposal eligible for financial assistance under the Interstate Highway Program under which the Federal Government provides 90 percent of the funds.



The urban design concept team will be made up of four private firms with expertise in architecture, city planning, highway and traffic engineering. They will work under contract with the city of Baltimore and the Maryland State Roads Commission. Other professions which will be brought into the work include those skilled in economics, sociology, psychology, political science, acoustical, electrical, lighting and mechanical engineering.

The Maryland State Roads Commission has established a special office, the Interstate Division for Baltimore City, to assist in the work. The Bureau of Public Roads also will assign a full-time representative to the project.

The scope of the services to be performed by the design concept team covers the following categories:

1. Design criteria -- Establishing the controls, conditions and treatment for various roadways and structures and translating permissible standards into specific details for use in the design process.
2. Urban design -- Determination of the characteristics of neighborhoods through which the highways pass and the formulation of opportunities and recommendations by which the road can be blended with the area traversed.
3. Study design -- Consolidation of prior studies, up-dating these studies, and the preliminary engineering design of the roadway, including type, size and location of structures.

The final design and preparation of the contract plans and documents will be undertaken by consulting engineers following the study designs as approved by the Maryland State Roads Commission.

The team's work is expected to take approximately two years. The entire pattern of Baltimore traffic will come under the consideration of the design team. In-depth studies also will be made of the varying neighborhoods through which the Interstate System passes. The city's mass transit and commercial transportation problems also will be covered in the planning and design studies by the team.

The Interstate System within Baltimore's city limits consists of 23.9 miles of controlled-access highways, which will course through the city and along its vital port area.

The routes are Interstate 83, 95, and 70 N, Interstate 83, a 5.6-mile segment also known as the Jones Falls Expressway, already has been completed.

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## N E W S   R E L E A S E

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

FAM Library

OCT 30 1967

FOR A. M. RELEASE  
September 26, 1967

DOT -- 8267  
962-5157, HQ-610

The Department of Transportation today announced a new highway program to help solve the problems of airport access and traffic congestion.

The program is a first step in the Department's long-range effort to improve airport access and cut down congestion involving all forms of transportation.

In announcing the program, Secretary of Transportation Alan S. Boyd said: "because of past involvement and existing authority, the Federal Highway Administration is in a position to accomplish significant results in a relatively short period of time. The Administration's continuing programs can place high priority emphasis on improvements in those areas where the airport access problem is most pressing."

The new program will include:

1) Expanded planning to include special consideration of airport access as an essential element of the urban transportation planning process. Such planning coordination is already underway in urban areas where 72 of this nation's most active airports are located.

2) Identification of highway networks serving local airports which are included in the Federal-aid highway system. This will allow state highway departments to seek Federal participation in needed airport access-highway improvements.

3) Evaluation, on a case-by-case basis at field level in cooperation with state highway departments and the Federal Aviation Administration of the extent of airport access-highway problems. This will allow prompt consideration of highway access alternatives and expedited programming of projects within fund allocations.

4) Emphasis on the advantages of the Traffic Operations Program to Improve Capacity and Safety (TOPICS). This program provides Federal funds for specific urban highway improvements. The funds could be directed toward connecting airport access roads with a community's supporting highway network, thereby providing access to the downtown area.

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N E W S   R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D. C. 20591

FOR SUNDAY A.M.  
October 1, 1967

DOT -- 8667  
962-8411

BOYD RELEASES \$1.1 BILLION  
IN FEDERAL-AID ROAD FUNDS

Secretary of Transportation Alan S. Boyd today announced the release of \$1.1 billion of highway funds to the 50 states and Puerto Rico and the District of Columbia.

Boyd said the release of funds for obligation would enable state highway departments to schedule projects and let contracts in an orderly fashion in the quarter beginning Oct. 1.

Federal Highway Administrator Lowell K. Bridwell said the action assures the states that Federal funds required as reimbursement for work done will be available in the Highway Trust Funds for prompt payment of vouchers.

Under the cooperative Federal-state highway program, the states initiate improvements, purchase right-of-way, let contracts, and supervise construction, subject to review and approval of the Federal Highway Administration's Bureau of Public Roads. The states are then reimbursed by the Bureau for 90 percent of the cost of Interstate Highway System projects and 50 percent of the cost of projects on other systems.

The amounts released to the states in today's announcement follow:

(over)

Release of \$1.1 billion of Federal-aid Highway Funds for Reimbursable Obligations

Effective October 1, 1967

(Thousands of Dollars)

State	Amount
Alabama	\$23,057
Alaska	9,730
Arizona	16,174
Arkansas	9,893
California	97,510
Colorado	13,934
Connecticut	20,354
Delaware	2,565
Florida	23,914
Georgia	17,708
Hawaii	4,815
Idaho	7,212
Illinois	57,418
Indiana	24,130
Iowa	15,306
Kansas	11,135
Kentucky	21,708
Louisiana	25,404
Maine	5,408
Maryland	16,607
Massachusetts	22,497
Michigan	33,481
Minnesota	24,202
Mississippi	12,935
Missouri	27,077
Montana	12,171
Nebraska	8,458
Nevada	7,459
New Hampshire	5,172
New Jersey	27,078
New Mexico	13,280
New York	57,338
North Carolina	13,471
North Dakota	6,523
Ohio	61,938
Oklahoma	13,403
Oregon	13,724
Pennsylvania	51,438
Rhode Island	5,179
South Carolina	8,518
South Dakota	10,450
Tennessee	23,380
Texas	57,090
Utah	15,194
Vermont	7,054
Virginia	31,130
Washington	24,444
West Virginia	21,972
Wisconsin	12,586
Wyoming	10,554
Dist. of Col.	12,663
Puerto Rico	1,596

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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 IMMEDIATE RELEASE  
October 3, 1967

DOT -- 8867  
962-5157

Secretary of Transportation Alan S. Boyd today termed the new Northeastern Regional Transportation Committee an "outstanding example of creative Federalism in action."

Boyd commented in relation to the announcement today of formation of the new committee comprising eight states, the District of Columbia and the Department of Transportation.

"The solution of the many difficult transportation problems of the heavily populated northeast corridor will require the combined efforts of all levels of government," Boyd said.

"I want to commend Gov. Hughes of New Jersey who proposed formation of this group in 1965 and who has taken leadership to bring the states and the Federal government together in this cooperative undertaking."

"The effectiveness of Federal programs underway to provide high-speed ground transportation in the northeast corridor, as well as long-range planning for all transportation modes, depends greatly upon leadership and support of the states involved. This committee provides an excellent mechanism for a working partnership between the states and the Federal government."

The committee will be chaired by David J. Goldberg, Commissioner of Transportation, representing New Jersey.

Other members include the governors or representatives of Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, Rhode Island, the District of Columbia and the Department of Transportation.

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North Carolina - Tellico Plains-Robbinsville Road in Nantahala National Forest, \$400,000.

Oklahoma - Skyline Drive in Ouachita National Forest, \$1,470,000.

Oregon - U. S. 395 on east side of Lake Abert, \$400,000.

South Dakota - Scenic Rocky Ford Road in Pine Ridge Indian reservation, \$200,000.

Tennessee - Tellico Plains-Robbinsville Road in Cherokee National Forest, \$1,250,000.

Utah - State Route 95 between Hanksville and Lake Powell to provide access to Bullfrog Recreation Center, \$2,000,000.

Washington - State Route 109 in Quinalt Indian Reservation, \$250,000; State Route 20 or North Cross State Highway westerly from Rainy Pass, \$500,000.

West Virginia - Highland Scenic Highway in Monongahela National Forest, \$1,400,000.

Wyoming - U. S. 212 the northeast entrance to Yellowstone National Park, \$500,000; Clark Fork Road in Shoshone National Forest, \$500,000; Flaming Gorge Road providing access to recreational areas of Flaming Gorge Reservoir, \$500,000.

Allocations were made for the following new projects:

Colorado - Bureau of Indian Affairs route from Ignacio south to New Mexico State Route 544, \$300,000.

Georgia - State Route 66 to provide access to Brasstown Bald Mountain area, \$400,000.

Montana - State Route 206 to provide improved access to winter sports area in Flathead National Forest, \$400,000.

New Hampshire - State Route 112 to provide improved access to recreational areas in White Mountain National Forest, \$245,000.

North Dakota - State Route 24 in Standing Rock Indian Reservation, \$300,000.

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NEWS RELEASE

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

FOR RELEASE WEDNESDAY A.M.  
October 4, 1967

DOT -- 8767  
962 - 5157

Secretary of Transportation Alan S. Boyd today allocated a total of \$12,786,429 for 22 projects in 19 states to improve roads through Federal lands.

"The funds allocated for fiscal year 1968," Boyd said, "will help make our outdoors more accessible to the American people for vacations, recreational opportunities, and the general enjoyment of nature."

The allocations were in accordance with legislation authorizing Federal expenditures on the basis of need for road construction through unappropriated or unreserved public lands, non-taxable Indian lands, or other Federal reservations.

Since 1951, Congress has authorized such funds in recognition of the need for road construction in Federal lands where the states have a lesser responsibility than the Federal Government.

Money is allotted annually to projects selected as having the highest priority of need and public benefit among projects proposed by state highway departments.

The funds, administered by the U.S. Department of Transportation's Federal Highway Administration, were allocated both for continuing and new projects.

Allocations for projects begun previously follow:

Arizona - U. S. 93 approach to Hoover Dam, \$400,000.

Arkansas - Skyline Drive in Ouachita National Forest, \$121,429.

Idaho - State Route 21 between Stanley and Lowman, \$500,000.

Maine - Route 3 in Acadia National Park, \$150,000.

New Mexico - State Route 544 from Navajo Dam recreational area to Colorado State line, \$600,000.

(more)

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NEWS RELEASE

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

IMMEDIATE RELEASE

DOT -- 9167

October 9, 1967

962-5157

Secretary of Transportation Alan S. Boyd has asked the Nation's Governors to assess the potential impact of a reduction of highway construction activity during the calendar year beginning November 1, 1967. Secretary Boyd said: "It is clear to me that current discussions on Federal expenditures between the Executive Branch and the Congress may have a profound impact on highway construction expenditures. If substantial reductions are indicated, there may have to be a curtailment of highway construction activity.

"Therefore I have informed the Governor of each State that it may become necessary to impose quarterly ceilings on the obligation of Federal-aid highway funds starting November 1, 1967.

"I have asked each Governor for his assessment of the impact of such ceilings on highway programs within his State, as well as on the State's economy in general.

"In addition, I have outlined the procedure by which we would establish such ceilings, and three alternative levels at which these ceilings might be set. Based on the anticipated national rate of \$4.4 billion of Federal-aid highway apportionments for the year beginning November 1, I have asked the Governors to consider and comment on these alternative levels of reduction from that rate:

- A reduction of \$2.2 billion, to be prorated and subtracted on a quarterly basis from each State's apportionment.
- A reduction of \$1 billion, using the same procedure.
- A reduction of \$0.6 billion, using the same procedure.

"My telegram points out that under the procedure, each State could submit new Federal-aid highway projects for approval up to the amount of its obligational ceiling for each quarter. On-going projects would not be affected by the procedure."

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NEWS RELEASE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FOR TUESDAY RELEASE  
October 10, 1967

DOT -- 9067

962-8411

TV CAMERAS TO BE USED IN  
STUDY OF TRAFFIC ACCIDENTS

The Department of Transportation is putting television to work to find out what actually takes place in traffic accidents.

Federal Highway Administrator Lowell K. Bridwell said a Bureau of Public Roads experiment is about to get underway with a television camera monitoring traffic at a busy intersection.

The camera is rigged so that at the sound of an accident a picture of what happened will be preserved on video tape.

Bridwell said one of the obstacles to reducing traffic accidents is the lack of useful information on how the mishaps occur.

"The equipment being developed in this experiment," he added, "holds the promise of finally giving us the means for obtaining scientifically sound data which may lead to preventive measures."

He said an initial model of the surveillance system is being installed in Buffalo, N. Y. (at Main and Mohawk streets). "If it proves out, we hope to place 75 to 100 such units at intersections throughout the country," Bridwell said.

Bridwell said the idea for such an experiment originated in the Bureau of Public Roads which long has been seeking data to develop traffic control systems for communicating with drivers to help them avoid accidents. The picture-taking equipment is being installed in Buffalo by Cornell Aeronautical Laboratories under contract with the Bureau of Public Roads.

The television cameras will monitor the traffic continuously, erasing the video record every 20 seconds. The sound of a crash, however, will touch off a signal and preserve the images from 20 seconds before the crash, giving scientists a picture of what happened.

"Most of our sources of information on accidents are after-the-fact investigations depending on the recollections of witnesses," Administrator Bridwell said. "This could remove the guesswork."

"Basically, we are trying to discover how drivers execute different types of maneuvers at intersections, determine in what areas drivers need additional information, and then establish how to provide the necessary information through an electronic communication system," he added.

(more)

The television cameras are in place at the Buffalo intersection, but the rumble of heavy, passing vehicles has been tripping off the picture-saving mechanism. Technicians hope to tune out most of these noises so that only pictures of crashes will be preserved.

Bridwell said the need to improve traffic safety in urban areas is urgent. He noted that about 80 percent of all accidents and one-fourth of all fatalities occur in urban areas. About 60 percent of urban accidents take place at intersections, while more than half of the Nation's annual total accident costs result from crashes on city streets.



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 A. M. RELEASE  
October 13, 1967

DOT -- 9267  
962-5157

Secretary of Transportation Alan S. Boyd today announced 47 proposals for broadening existing Federal motor vehicle safety standards and for development of new safety standards for 1969 and subsequent years.

Boyd said the new proposals represent another step "in the continuing effort to protect the public against unreasonable risk of accidents resulting from design or performance of motor vehicles.

"The new cars coming out this year are safer than those of past years," Boyd said. "This reflects, in part, new Federal safety standards which we issued earlier this year. Resulting safety improvements will unquestionably save thousands of lives and prevent or reduce the seriousness of tens of thousands of injuries.

"We want next year's new vehicles to be even safer. We believe they will be. Today's notices indicate the areas in which we will require improvements, both in the 1969 models and in subsequent years. The standards now being developed for 1969 and later will contribute to improvement of safety.

"We don't expect miracles overnight. The development, improvement and implementation of sound motor vehicle safety standards is a difficult task requiring a maximum cooperative effort between the government, the auto industry, the academic scientific and engineering communities, and all persons interested in safety.

"We are engaged in that effort to the best of our resources. And we will continue to work toward the goal of better and safer cars, buses, trucks and other vehicles."

(more)

Federal Highway Administrator Lowell K. Bridwell said the new proposals will be published in the Federal Register as "advance notices" of proposed rule making on October 14, 1967.

Bridwell said this will provide all interested parties an opportunity to offer comment or suggestions to the National Highway Safety Bureau before final standards or amended standards become effective.

The proposals include:

- \* Ten proposals which will form a basis for new motor vehicle safety standards to become effective Jan. 1, 1969.

- \* Eight proposals for amending or broadening the coverage of existing standards, also to be effective Jan. 1, 1969.

- \* Twenty-nine proposals for new standards or amendments to existing standards which may become effective after Jan. 1, 1969.

The 47 proposals would affect brakes, tires, lights, windshields, child protection, impact protection, occupant protection, pedestrian protection, speed control, locks and latches, energy absorbing features, fuel tanks and lines, fire retardant interiors, and non-operational safety and emergency features.

Dr. William Haddon, Jr., Director of the NHTSB, said that the 10 proposals for new standards to become effective on Jan. 1, 1969 include:

- - New systems for protective restraint of small children in car crashes.
- - Performance requirements for brake linings on cars, trucks, buses, motorcycles, and trailers.
- - Performance criteria to eliminate damaging features of exterior protrusions on vehicles.
- - Protective features on motorcycles, such as roll bars, foot rests, and exhaust system protection.
- - Warning devices for vehicles stopped in emergencies.
- - Mounting of windshields to prevent their dislodging in auto crashes, thus protecting occupants from being thrown through windshield openings.

(more)



- - Requirements to preclude inadvertent opening of auto hoods.
- - Safe-to-open pressure radiator caps.
- - Requirments for "fail-safe" reliability of head lamp covers, movable head lamps, and similar devices.
- - Specification of visibility requirements for vehicle identification numbers on passenger cars, to facilitate quick identification.

In addition to these standards, the National Highway Safety Bureau now is processing eight additional actions through the final stages of legally-required rule making.

Six of these eight are planned to become effective on Jan. 1, 1969. They include two affecting lighting and others affecting defrosting systems, head restraints (head rests), door locks and windshield wiping and washing. Two affecting passenger car tires and rims will become effective early in 1968.

The National Traffic and Motor Vehicle Safety Act of 1966 requires issuance of new and revised standards by Jan. 31, 1968.

The Act calls for the Secretary of Transportation to establish appropriate Federal motor vehicle safety standards for all vehicles produced for sale in the United States.

Safety standards, announced earlier this year and which will be incorporated into vehicles manufactured on or after Jan. 1, 1968, include the collapsible steering system, seat and torso safety belts, dual braking systems and other occupant protection requirements.

Copies of the advance notices are attached.

(For further information contact B. A. Boaz, 962 8527).

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