

FOR RELEASE MONDAY  
March 3, 1969

DOT -- 2869  
963-5154

The Department of Transportation's Urban Mass Transportation Administration today announced a \$22,566 grant to the City and County of Lancaster, Pennsylvania, to help finance an area transit study.

The Federal grant represents two-thirds of the \$33,850 cost of the 4-month study. The balance will be provided by the City and County of Lancaster and the Commonwealth of Pennsylvania. Lancaster, a rapidly-growing metropolitan area, (235,000 in 1950 to 296,000 in 1967) will use the study to provide information upon which decisions about improved area public transit can be made.

Specific study areas include alternative forms of ownership and operation, the appropriate function of various public and private organizations in decisions affecting mass transit, the role of mass transit in the total transportation picture and the special needs of the Lancaster Model Neighborhood area and low-income residents.

For further information:

Thomas J. Monaghan  
Mayor, City of Lancaster  
Municipal Building  
120 North Duke Street  
Lancaster, Pennsylvania 17602

Project No. PA-T9-3

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FOR RELEASE WEDNESDAY  
March 5, 1969

DOT -- 3069  
963-5154

Fairfax County, Virginia, will study the transportation needs of Reston, Virginia with the help of a \$30,000 grant from the Department of Transportation.

Reston, about 20 miles from Washington, D.C., is being developed as a new town -- a completely planned community. The 11-square-mile Reston area is expected to have a population of more than 75,000 when fully developed in the early 1980's.

The Reston study will provide an opportunity for transportation planning to be creative rather than reactive. Integrating land use and public transportation within Reston will be emphasized so that transportation will be a guiding force in the community's development rather than a system forced to fit an existing inflexible pattern.

The technical study will include collecting data on existing and future plans for Reston and the corridor area to Washington. Recommendations will be made for improving both internal circulation and external access.

The DOT grant, issued by the Urban Mass Transportation Administration, represents two-thirds of the cost of the year-long study. The Reston Foundation for Community Programs, Inc., will contribute \$15,000 in local funds.

The study will be carried out by the Reston Foundation under a contract with Fairfax County. The study will be subcontracted to Alan M. Voorhees and Associates, Inc., of Washington, D.C.

For further information:

Carleton C. Massey  
County Executive  
Board of County Supervisors  
Fairfax County  
4000 Chain Bridge Road  
Fairfax, Virginia 22030

Project No. VA-T9-2

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# DEPARTMENT OF TRANSPORTATION

# NEWS

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Wednesday, March 5, 1969

DOT -- 3169  
963-5154

John A. Volpe, Secretary of Transportation, today announced the Presidential nomination of Ralph R. Bartelsmeyer to be Director of the U. S. Bureau of Public Roads. The announcement was made at the regular annual meeting of the American Association of State Highway Officials (AASHO) in Washington today.

Mr. Bartelsmeyer, Chief Engineer of the Illinois State Department of Highways, 1953-1963, has been Vice President of the H. W. Lochner, Inc., of Chicago, Illinois, a consulting engineering firm. He was graduated from the University of Illinois in 1931 with a B.S. Degree in Civil Engineering.

His engineering experience with state and county highway agencies began in 1930. During the next 33 years, he continuously held governmental positions with the exception of the years from 1946 to 1948 when he was a field engineer with the Marquett Cement Company.

Bartelsmeyer has been a member of the Board of Directors of the American Road Builders' Association since 1957, and was President of the Association from 1961 to 1962. He has also been Chairman and a member of the Highway Research Board of the National Academy of Sciences, A member of the Board of Directors of the National Safety Council and President and a member of the Executive Committee of the American Association of State Highway Officials.

In 1962, Bartelsmeyer received the "Public Works Man-of-the-Year" Award from the American Public Works Association. He is a member of the Illinois and National Societies of Professional Engineers.

Bartelsmeyer is married to the former Majorie Shirley and the couple has two sons.

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Biographical Information on Ralph R. Baetelsmeyer

Present Position: Vice President, H. W. Lochner, Inc.,  
Chicago, Illinois

Office Address: 20 North Wacker Drive  
Chicago, Illinois 60606

Born: Hoyleton, Illinois, October 23, 1909

Legal Residence: Illinois

Marital Status: Married

Family: Wife: nee Marjorie Shirley  
Children: Frederick and Karl

Home Address: 306 West Chester Street  
Nashville, Illinois

Education: University of Illinois, 1931, B.S.  
(Civil Engineering)

Experience: Since 1963, Vice President, H. W. Lochner, Inc.

Prior to this, most of his professional career has been engineering positions with county and state highway agencies in Illinois. He was Chief Engineer for the Illinois Division of Highways from December 1953 to January 1963.

Professional Memberships:

Registered Professional Engineer - Illinois, Missouri, Connecticut and New Hampshire  
Registered Land Surveyor - Illinois  
Member - Illinois and National Society of Professional Engineers  
Past President - Illinois Association of County Superintendents of Highways, 1942  
Past President - Illinois Engineering Council, 1953  
Past President - American Association of State Highway Officials, 1959  
Member of Executive Committee - American Association of State Highway Officials, 1954 - 1962  
Member of Board of Directors - National Safety Council, 1957 - 1962  
Member of Executive Committee - Highway Research Board, National Academy of Sciences, Washington, D. C., 1958 - 1964  
Chairman of Executive Committee - 1962  
Past President - American Road Builders' Association, Washington, D. C., 1961 - 1962  
Member of Board of Directors - American Road Builders' Association, 1957 to date.



FOR RELEASE MONDAY  
March 10, 1969

DOT -- 3269  
963-5154

PITTSBURGH ... Atlanta, Dallas, Denver, Seattle, and Pittsburgh have been selected by the Department of Transportation to participate in a \$1,460,959 program for designing and implementing improved center city transportation systems.

John A. Volpe, Secretary of Transportation, announced the five-city project in his keynote address before the Fourth International Conference on Urban Transportation here, Monday.

Volpe said, "the economic, social and physical decline of the center city area in the past two decades has partly resulted from inadequate transportation." "Yet," he noted, "during this same time, rapidly advancing scientific and technical knowledge offered the potential for greatly improving existing transportation facilities and for creating entirely new systems for downtown mobility of people and goods."

The purpose of the new program will be to initiate, in each city, a process for developing continuing design and implementation programs for transportation improvements to serve the needs and demands of core city areas.

Going beyond the traditional approach of research, analysis and recommendation, the program will actively involve many organizations and groups in each city, as well as the various transportation user segments, in the planning and project development process.

Extended collaboration between technical-economic consultants and the community will expedite the political process of gaining commitment for actually bringing transportation innovations into being.

- more -

Heading a team of four firms for the 15-month program is Arthur D. Little, Inc., of Cambridge, Massachusetts. Other contractors are: urban design -- Skidmore, Owings, & Merrill, Washington, D.C.; transportation engineering -- Wilbur Smith and Associates, Columbia, South Carolina; and urban economics -- Real Estate Research Corporation, Chicago, Illinois.

The consultants will:

- \* develop analyses of institutional, organizational, financial, economic, physical, social and political characteristics relevant to the central city transportation;
- \* develop analytical techniques for evaluating proposed transportation improvements in terms of feasibility, financing, usage, income and other benefits, as well as detriments, to the central city;
- \* identify technical innovations in transportation for their relevance to the central city; and
- \* foster and strengthen the joint commitment of the public and private sectors for a combined effort to improve transportation services.

The three-day Urban Transportation Conference began March 10 and ends on March 12. It is co-sponsored by the Pittsburgh Urban Transit Council and the U.S. Department of Transportation's Urban Mass Transportation Administration.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

*FAA Library*

MAR 13 1969

FOR RELEASE TUESDAY  
March 11, 1969

Acq...  
Section Hq 810A

DOT -- 3369  
963-5154

John A. Volpe, Secretary of Transportation, today announced the appointment of Michael John Cafferty to be Deputy Assistant Secretary of Urban Systems and Environment.

Cafferty, a 44-year old lawyer, has served as consultant and advisor to Seattle's Mayor J. D. Braman since 1965. Mayor Braman is DOT's Assistant Secretary of Urban Systems and Environment (designate).

Cafferty has been an advisor to the mayor for the Seattle Urban Design Commission, the Seattle Transportation Plan, the Seattle Public Defender System, and Director of the Central Waterfront Redevelopment project. He has advised and assisted Mayor Braman in the preparation of numerous articles and speeches including testimony before the Platform Committee, Republican Convention, 1968.

He has been Braman's personal liaison with Senators Warren G. Magnuson, Chairman, Senate Commerce Committee, and Henry M. Jackson, Chairman, Senate Insular Affairs and Interior Committee, on Federal programs relating to Seattle.

Cafferty was counsel and legislative assistant to Senator Jackson, (1959-1961); counsel to the Senate Committee for Hawaiian Statehood; special assistant to the Chairman of the Civil Aeronautics Board (1961-1965); participant on President Nixon's task force on transportation, and has been in general law practice in Seattle since 1965.

- more -

Cafferty was delegate to the Conference on Design on Urban Transportation in 1967, sponsored by the Department of Housing and Urban Development; participated in the preparation of the draft legislation to amend the Urban Mass Transportation Act of 1964 to permit service or planning grants; represented the National League of Cities at AASHO Conference on Relocation provisions of 1968 Federal Aid Highway Act; and a member of the Joint AASHO - National League of Cities - National Association of Counties Committee on Post-Interstate Highway Program.

He was born in New York City, graduated from Germantown (Pennsylvania) High School and received A.B. and J.D. degrees from the University of Washington.

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FOR RELEASE WEDNESDAY  
March 12, 1969

DOT -- 2669  
963-5154

Secretary of Transportation John A. Volpe today announced a \$3 million initial development and demonstration grant to the San Francisco Bay Area Rapid Transit District to build and test 10 prototype cars for the BART system.

The initial grant covers engineering and system design costs. Ultimately, the Federal grant will be increased to \$5 million to provide for manufacturing the cars, road testing and for any redesign necessary before full production begins.

The grant, made by the Department of Transportation's Urban Mass Transportation Administration, represents two-thirds of the demonstration project's \$7.5 million cost.

On November 21, 1968, the Department announced a \$28 million grant to BART for the purchase of approximately 125 high-speed transit cars. The initial development and demonstration grant being announced today underwrites the cost of prototypes for these vehicles.

"The development and testing of the prototype cars will lead to the introduction of new ideas for efficiency, reliability, and lower first costs" Volpe said. "The procedures should establish new guidelines for the transit equipment industry. Hopefully, future sales of rolling stock will no longer be deemed a high-risk venture, " he said.

The BART vehicles are expected to be as attractive, comfortable and reliable as modern technology can make them. To insure that the BART cars run quietly and smoothly, design requirements for sound and vibration are considered the most stringent to date. The prototype program will test the results.

- more -

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The Bay Area, where outside temperatures can change as much as 40 degrees as a car travels over the system, presents a challenging air-conditioning problem for the BART cars. The prototype program is expected to produce new breakthroughs in this field.

The BART system will be highly automated to insure high-speed on-schedule service. The demonstration project will test automated equipment in the cars and on the system.

Project No. CAL-MTD-14

For further information:

Mr. Richard J. Shephard  
Secretary, Bay Area Rapid Transit  
814 Mission Street  
San Francisco, California 94103

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
March 14, 1969

DOT - 3469  
Phone: (202) 963-5154

John A. Volpe, Secretary of Transportation, today named Robert Bennett, Washington representative for a national retail firm, as Director of the Department's Office of Congressional Relations.

Bennett, 35, born in Salt Lake City, Utah, has been Washington representative with the J. C. Penney Company since 1964.

In 1963, he was Administrative Assistant to his father, Senator Wallace Bennett (R. Utah).

He has been a Legislative Assistant to Rep. Sherman P. Lloyd of Utah and worked as purchasing agent for the Bennett Glass and Paint Company from 1958 to 1962.

He was graduated from the University of Utah with a B.S. degree in 1957.

Married to the former Joyce McKay, the Bennetts have three children -- Julie, 5; Robert McKay, 3; and James McKay, 6 months.

He is a member of the National Aviation Club and the Business Relations Council.

He resides at 3800 Ridgeview Road, Arlington, Virginia.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

MAR 18 1969

Acquisitions  
Section Hq 810A

FOR IMMEDIATE RELEASE  
March 14, 1969

DOT - 3569  
Phone (202) 963-5154

John A. Volpe, Secretary of Transportation, who is assembling a team of specialists to attack the congestion problems of air and highway travel, is concerned with the lack of congestion in another area.

Whenever the Secretary ticks off the items of concern on his list of priorities, he never fails to express his disappointment over the lack of Negro and other minority group employees in the Department of Transportation.

Volpe expressed his concern at his first news conference on February 24, when he told a CBS television reporter:

"The Department of Transportation does not stand very high in the total picture insofar as Negro employment is concerned. I might add, though, that the Office of the Secretary of Transportation stands very high. I believe some 24 percent of the employees in the Secretary's office itself is Negro. But in the rest of the agencies the percentages fall very low and we aim to do something about that."

The Secretary again indicated his concern and desire to correct the employment picture in an interview with reporters of the Washington Post on March 9.

Excerpts of that Post interview follow:

"On arriving this year at the Department's 7th and Independence Avenue, S.W. building - dubbed "carpetland east" by Departmental employees - Volpe found at least one situation there he didn't like.

"The upper reaches of DOT, he discovered, are almost lily-white. That did not sit well with this son of Italian immigrant parents, and he has set out to do something about it.

(more)



"As of last June, according to official reports, not a single Negro was among the 262 super grade (GS-16 and up, grades carrying salaries from about \$25,000 to \$33,500 civilian employees in the Department.

"Of more than 4,000 employees at GS-14 and GS-15 levels (with salaries from \$18,500 to \$28,000), only 21 were Negroes - about half of 1 percent. Of more than 14,000 workers in the GS-12 and GS-13 (\$13,400 to \$20,600) category - the most numerous group in the Department - only 197 were Negroes.

"When President Nixon visited DOT on February 11, only four Negroes were present in a gathering of more than 200 key officials in the Departmental Auditorium. Two of the Negroes were there as ushers.

"Before and after the Inauguration, Volpe has been making a special effort to find Negroes qualified for important scientific, technical or administrative posts. So far he has met no success, but he has recently compiled a list of about 25 possible candidates, and is keeping several top level jobs open in hopes that black men can fill them.

"Two weeks ago, Volpe asked for and received time for a presentation to the White House Urban Affairs Council on the racial imbalance in high echelons of his Department and his hopes and plans to change it. He has scheduled a meeting of bureau chiefs later this month to receive a progress report on their efforts to hire more blacks. He has told these chiefs, he said, that 'I'm not just using words, I mean business.'

"A great deal of determination, patience and good luck may be necessary. The six major operating arms of the Department - the Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, U.S. Coast Guard, Urban Mass Transportation Administration and St. Lawrence Seaway Development Corporation - are all highly technical agencies.

"While it is commonplace and easy to find clerical and menial jobs for Negroes in these agencies, it is difficult to find blacks qualified for top technical and administrative jobs.

"A bit of pertinent history illustrating the problem Volpe faces, goes back to the Inaugural Parade of 1961, when John F. Kennedy was unpleasantly surprised to see a sea of white-only faces marching before him in the cadet corps of the Coast Guard Academy.

"Kennedy's first order as President - spoken to an aide on the reviewing platform - was to see to it that Negroes were admitted in appropriate numbers with more than deliberate speed.

(more)

"Not long thereafter, a nationwide recruiting drive for the Academy was launched at black schools, with intensive efforts continuing over many months.

"In the end, very few Negroes were found both qualified and interested. At the last official report, there were 10 Negro cadets at the Coast Guard Academy, now part of Volpe's Department of Transportation. Total enrollment at the Academy is 825 cadets."

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# D.C. Gets Volpe Pledge On Chronic Road Ills

By Don Oberdorfer  
and Jack Eisen

Washington Post Staff Writers

While living in Washington as Federal Highway Administrator 13 years ago, John A. Volpe was pleased by plans on the drawing boards to cure the city's traffic problems.

When he returned to the Capitol a few weeks ago as Secretary of Transportation, the traffic was much worse but the plans remained. Some of the same ones were still on the drawing boards.

"I was thoroughly amazed," declared Volpe, discussing these findings in an interview, "and I can tell you, we are going to take some action."

Reporting that he has ordered a "complete restudy" of the transportation impasse in Washington, Volpe

pledged to "knock some heads together, you might say, to reach some compromise."

Volpe has a personal reason to be acutely conscious of the city's traffic problems.

When he was preparing to move to Washington two months ago, he found just the place to live in nearby Virginia, and had already consulted an interior decorator. After crossing the traffic choked Virginia bridges several days at rush hour, however, Volpe changed his mind.

He and his wife decided to settle instead closer to the office, in the unofficial Nixon enclave of Watergate east.

Sitting under recessed fluorescent lights in his modernistic new office overlook-

ing the Mall, Volpe cited Washington's woes as an example of the problems confronting him and the American people.

"Unless we as a Department of Transportation can come up with some innovative and imaginative ways of filling the transportation void in urban areas, within five to ten years our cities will be so strangled that you won't be able to allow cars to come into them at all," he declared.

Just the day before he had spent an hour watching and discussing a scale-model demonstration of one possible innovation, gravity-propelled underground cars, with its chief proponent, California inventor Lawrence Edwards.

Such a system, according to Volpe, would take a passenger from Dulles International Airport to the Capitol in seven minutes.

Volpe, the former governor of Massachusetts, said this is one of many ideas under study in his department. He forecast an expanded research program for urban transportation, as well as a more coordinated approach, meshing in one DOT office the plans for highways, mass transit, railroads and aviation for the Nation's cities.

The "bring us together" theme has been notably lacking in the Washington transportation field.

Congress has refused money to start the long-planned Metro subway system because of opposition and delays in the freeway program. Among the freeway projects stalled are the

Inner Loop encircling downtown, a connection to Montgomery County and a new freeway to Baltimore. All these were being considered when Volpe was running the Federal Highway Administration more than a decade ago.

On arriving this year at the Department's 7th and Independence Avenue SW. building—dubbed "carpet-land east" by Departmental employees—Volpe found at least one situation there he didn't like.

The upper reaches of DOT, he discovered, are almost lily-white. That did not sit well with this son of Italian immigrant parents, and he has set out to do something about it.

As of last June, according to official reports, not a single Negro was among the 262 super grade (GS-16 and up, grades carrying salaries from about \$25,000 to \$33,500) civilian employees in the Department.

Of more than 4000 employees at GS-14 and GS-15 levels (with salaries from \$18,500 to 28,000), only 21 were Negroes—about half of 1 per cent. Of more than 14,000 workers in the GS-12 and GS-13 (\$13,400 to 20,600) category—the most numerous group in the Department—only 197 were Negroes.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

MAR 18 1969

FOR RELEASE MONDAY P.M.'s  
March 17, 1969

Section Hq 6100T - 3669  
Phone: (202) 962-3928

Secretary of Transportation John A. Volpe moved today to broaden the scope and coverage of orders governing the equal employment opportunity practices of contractors engaging in Federal-aid highway work.

Secretary Volpe said an interim order issued by the Federal Highway Administration requires that specific equal opportunity practices be made a part of every contract or sub-contract of \$10,000 or more.

In a speech to the 50th Anniversary Convention of the Associated General Contractors of America in Washington, Volpe said the order supercedes a directive of last October that covered contracts and subcontracts of \$500,000 or more. This order sought to prequalify contractors before they could bid on Federal-aid projects.

The new order places special provisions for handling the problem into each and every contract (excluding suppliers).

Secretary Volpe said this new approach "will strengthen the effectiveness of the equal employment opportunity program on Federal-aid highway work and is designed to achieve positive equal employment opportunity results."

"Since uniform requirements are used, they will be more readily understood and can be more effectively enforced than the previous variable requirements."



Federal Highway Administrator F. C. Turner said the new order is "to be put into effect as soon as reasonably possible. In no case should projects be authorized for advertising later than 30 days after the date of the order unless these special provisions are in the bidding proposals."

The special provisions require that contractors:

- Work with State Highway Departments and the Federal Government in carrying out their obligations and review of their activities under the contract.

- Accept operating policies to assure that applicants and employees are treated without regard to race, religion, sex, color, or national origin. This includes: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay, and selection for training, apprenticeship or on-the-job training.

- Designate equal employment officers capable of administering an active program of equal employment opportunity and with the authority and responsibility to do so.

- Conduct periodic meetings of supervisory personnel to explain, review and implement such policies.

- Include the words "An Equal Employment Opportunity Employer" in all recruitment advertising, and insert such ads in publications with wide circulation among minority groups.

- Encourage present employees to refer minority group applicants for employment.

- Direct recruitment efforts, unless precluded by valid bargaining agreement, to public and private referral sources, including State employment agencies, schools, colleges and minority group organizations.

- Conduct periodic inspection of project sites to insure that working conditions are non-discriminatory.

- Make full use of training programs, pre-apprenticeship, apprenticeship and on-the-job training programs.

The Federal Highway Administration previously asked the State Highway Departments to endorse pledges of compliance with the newly-enacted equal employment provisions of the Federal-aid Highway Act of 1968. All 50 States, the District of Columbia and Puerto Rico have signed the pledges.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

HQ-610  
FAA Library

MAR 20 1969

Acquisitions  
Section Hq 610A

FOR IMMEDIATE RELEASE  
March 18, 1969

DOT - 3769  
Phone: (202) 962- 3928

Secretary of Transportation John A. Volpe warned today "The full range of sanctions and penalties available to this Department and to the Executive Branch will be brought to bear against any discriminatory practices in Federal-aid highway work, no matter who is involved, be it a contractor, a subcontractor, a material supplier, a labor organization, or a State highway department."

The Secretary said that he is concerned about the lack of meaningful Negro and other minority group representation in the Federal-aid highway construction industry. He expressed concern that new equal employment opportunity procedures announced yesterday for Federal-aid highway contractors were being considered by some as a lessening of his resolve and the resolve of the Nixon Administration to achieve equal opportunity in fact and to establish it as a way of life in the highway construction industry.

He said: "there has been no relaxation in requirements. What we have done is eliminate the variables and the bulk of the administrative burdens and paperwork involved in the earlier prequalification approach followed by the Federal Highway Administration. Paperwork and pious words do not achieve equal opportunity results, and results are what we are after," he emphasized.



The Secretary stressed that the new procedures are in fact a major expansion of the Department's equal opportunity program. The earlier prequalification program applied only to contracts of \$500,000 or more -- or slightly less than one-third of all Federal-aid highway jobs. The new concept covers every contractor and subcontractor for work of \$10,000 or more on Federal-aid highway projects, or well over 90 percent of all such work.

Volpe said, also, that "enforcement of these new requirements will be a matter of the highest priority. The equal employment opportunity performance of contractors will be judged in great measure on the results achieved in providing increased employment, training and upgrading opportunities for minority group persons." The Transportation Secretary said "the new requirements will be supplemented as necessary on an area basis to tie in with special Government-wide programs launched by the Office of Federal Contract Compliance or other authorities. Whenever equal opportunity problems are encountered in connection with particular kinds of projects or in particular geographical areas, they will be modified to require whatever specific affirmative actions are necessary to achieve tangible results."

Volpe's enforcement authority and that of the Executive Branch grow out of a 1965 Executive Order prohibiting discrimination and out of the equal opportunity provisions of the 1968 Federal-Aid Highway Act. They include: (1) Publishing the names of contractors or unions which have failed to comply with the requirements; (2) Legal action initiated through the Department of Justice; (3) Proceedings under Title VII of the Civil Rights Act of 1964 by the Equal Employment Opportunity Commission; (4) Cancellation, termination or suspension of any contract; and (5) Termination or suspension of Federal-aid highway funds. The Secretary commented that this last step is perhaps his strongest weapon in overseeing the equal employment opportunity program in Federal-aid highway work.

Volpe said, "Sadly we have a long way to go to make equal opportunity an established fact in our society. Why is the unemployment rate of nonwhites twice as high as that of whites? Why limit the source of workers because of race, or religion, or national origin, or sex -- especially when the cry is for more workers? But it does little good to criticize the past. The construction task ahead of us cannot be fulfilled if we don't break the barriers of discrimination and take affirmative action -- take positive, productive action -- to bring into the stream of employment those persons previously denied the opportunity."

"It is distressing to me," he said, "that we find that on 53% of the highway construction projects reviewed during 1967 and 1968, on which there were journeymen or mechanics (skilled craftsmen) employed, there were no minority group persons working. That means there were no Negroes, Spanish speaking Americans, American Indians or Orientals. On more than 60% of these projects, there were no Negro skilled craftsmen employed."



He pointed out that "in this country, construction is an \$86 billion industry, producing more than 10% of the Gross National Product and providing some three and one-half million jobs. One million of these are in highway and heavy construction."

To maintain the pace the Nation demands of the construction industry, he estimated that "this work force must be expanded by perhaps as many as 500,000 new workers over the next ten years to meet the increased demands for skilled workers and to replace those workers who retire or leave the industry. Massive programs are needed to provide the training necessary to meet these demands."

Referring back to highway construction he said that "if each Federal-aid highway contractor takes on just one Negro trainee, we can in short order produce more than 10,000 new skilled craftsmen."

He concluded by stating that "the name of the game is results and it is a game we intend to win. The Nation will accept no less."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

March 25, 1969

DOT - 4069

Phone: (202) 962 - 3928

Secretary of Transportation John A. Volpe today said that the management and transportation firms selected for the Center Cities Transportation Program involving Dallas, Denver, Atlanta, Seattle and Pittsburgh were chosen in December, 1968, before he assumed his new duties.

Secretary Volpe said the firms of Arthur D. Little; Skidmore, Owings and Merrill; Real Estate Research Corp.; and Wilbur Smith and Associates were selected after a procurement and technical evaluation panel considered and evaluated proposals for both technical quality and cost factors.

The contract was approved by Urban Mass Transportation Administrator Paul Sitton on March 6, 1969, and was then given to the Secretary for announcement in Pittsburgh on March 10. Volpe said that he had no knowledge of the program prior to March 6 when he was briefed by Sitton.

UMTA Officials said the contract with the consortium of consultant firms was approved only after extensive consideration of both quality and cost factors of a number of contract proposals. Some of the nation's most experienced management and transportation consultants in search for solutions to the problems of transportation in the heart of America's cities will participate.

"The contract procedures for this project were those used in the case of a 'negotiated procurement'," UMTA officials said. In such cases, contractor's bids are evaluated on the basis of proposals suggested for accomplishing contract objectives as well as on the basis of cost factors. Standard government procedure



for research and development contracts involves issuing a "Request for Proposals" (RFP) in response to which bidders submit separate technical and cost proposals. On the Center Cities Program, the RFP was issued in November, 1968, and proposals submitted in December, 1968 were evaluated for "technical excellence of approach and staff" by a panel of experts including both Departmental and non-Departmental representatives who judged proposals against a predetermined and specific scale of criteria.

The following persons served on the evaluating committee:

Ira Dye, Director, Office of Economics and Systems Analysis, Department of Transportation; Kevin Heanue, Chief, Urban Development Branch, Bureau of Public Roads; Juan A. Casasco, Associate Professor, Catholic University; Franz Gimmmler, Office of Program Operations, Urban Mass Transportation Administration. The technical evaluation panel consisted of H. W. Merritt, Assistant Administrator, UMTA Office of Research; T. H. Floyd, UMTA Director of Research Project Management; Fred Bremer, Chief, Procurement Division, Office of the Secretary of Transportation; and Harry Pitts, Negotiator for Contract, Office of the Secretary.

Under routine Government procurement procedures involving the procurement of commodities for which specifications have been issued, Government officials are required to accept the lowest bid; however, where basic studies and research are involved, Government procurement is negotiated and quality and price are considered separately.

Arthur D. Little was named the prime contractor, with three subcontractors: the architectural firm of Skidmore, Owings and Merrill of San Francisco; Wilbur Smith and Associates, a transportation consulting firm from New Haven, Connecticut; and Real Estate Research Corporation of Chicago, economists specializing in urban land use.

Funds for the 15-month Center Cities project (\$1.4 million) will come from the Urban Mass Transportation Administration.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

MAR 27 1969

Section Hq 610A

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
March 27, 1969

DOT -- 3969  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a rule changing the boundary line between the Central standard time zone and the Eastern standard time zone as it applies to the State of Michigan.

Presently, the Lower Peninsula of Michigan is in the Eastern zone and the Upper Peninsula is in the Central zone. Despite this official division which was established by the Interstate Commerce Commission in 1936, a number of Upper Peninsula communities have traditionally observed Eastern time.

The Department of Transportation assumed responsibility for defining time zone boundaries from the I.C.C. in 1967. The Department's new rule recognizes the traditional observance of Eastern time in parts of the Upper Peninsula and moves the line between the two time zones to the Michigan-Wisconsin border. This will place the entire State of Michigan in the Eastern zone.

The rule was developed on the basis of petitions submitted by a majority of the Upper Peninsula County Boards of Supervisors and several other interested persons. It was published as a notice of proposed rule making in the Federal Register on February 6, 1969. Comments received in response to that notice were overwhelmingly in favor of placing all of the Upper Peninsula in the same time zone as the rest of Michigan.

The State of Michigan, in a totally separate action, has exercised its option under the Uniform Time Act of 1966 to exempt the State from the observance of advanced (daylight saving) time. The combined effect of the State's exemption action and the Department's new rule is to place the entire State of Michigan on Eastern standard time the year around with no advanced (daylight saving) time during the summer.

The new rule becomes effective at 2:00 a.m. on April 27, 1969, the date set by the Uniform Time Act for the changeover in other States to advanced (daylight saving) time.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
March 27, 1969

DOT --- 3869  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a rule changing the boundary between the Pacific time zone and the Mountain time zone as it applies to the State of Utah.

Presently, a portion of the western part of Utah is in the Pacific zone and the rest of the State in the Mountain zone. The time zone line, set by the Interstate Commerce Commission in 1918, follows the line of the Union Pacific Railroad from the Idaho-Utah border through Brigham, Ogden, and Salt Lake City and across the southwestern part of the State to the Nevada border near Uvada.

The Department of Transportation assumed the responsibility for defining time zone boundaries from the I.C.C. in 1967. The Department's new rule moves the time zone line to the Utah-Nevada border placing the entire State of Utah in the Mountain time zone.

The rule was developed on the basis of a petition submitted by Governor Rampton and published as a notice of proposed rule making in the Federal Register on February 4, 1969. By moving the time zone line to coincide with the western border of Utah the Department's new rule recognizes the pattern of time observance actually followed in a major portion of the area concerned and provides a far more easily recognized time zone boundary.

The new rule becomes effective at 2:00 a.m. on April 27, 1969, the date set by the Uniform Time Act for the changeover to advanced (daylight saving) time.

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FOR RELEASE THURSDAY  
March 27, 1969

DOT -- 4269  
Phone: (202) 963-5154

The Department of Transportation's Urban Mass Transportation Administration today announced a \$43,168 planning grant to the City of Portland, Oregon, to help the city analyze the means of acquiring and operating its local transit system.

Rose City Transit Company, a private carrier, will terminate its franchise operations on June 12, when the city will assume transit operations.

The study will also include preliminary explorations toward creating an integrated area-wide transit system.

The UMTA grant represents two-thirds of the \$64,753 cost of the five-month study. The balance will be provided by the city.

The Columbia Region Association of Governments (CRAG), the regional planning body, received an urban planning grant last January from the Department of Housing and Urban Development. This grant will finance preparation of a mass transit planning outline to serve as the basis for further study of transit potential in the Portland metropolitan area.

Using the results of both studies, CRAG will formulate a study design for an integrated area-wide mass transit system.

For further information: Donald C. Jeffries  
Deputy City Attorney  
City Hall  
Portland, Oregon 97204

Project No. ORE-T9-2

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*Prall*



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

APR 1 1969

FOR IMMEDIATE RELEASE  
Thursday, March 27, 1969

Communications  
Section Hq 810A

DOT -- 4369  
Phone: (202) 963-5154

Transportation Secretary John A. Volpe today announced the creation of a new post -- Special Assistant to the Administrator -- within the Federal Highway Administration (FHWA) for the purpose of ensuring enforcement of recently-issued equal employment opportunity requirements for contractors on Federal-aid highway projects. The order announced by Volpe on March 17, 1969, requires that specific equal employment practices be made part of every Federal-aid highway contract or subcontract of \$10,000 or more.

Filling the post is Alexander D. Gaither, a native of Knoxville, Tennessee, and a veteran Federal employee in the field of intergroup relations.

Gaither, one-time high school principal and circulation manager of the Pittsburgh Courier newspaper, first entered Federal service in 1939 with the National Youth Administration.

Currently Chief of the Equal Employment Opportunity Division of the Federal Highway Administration, Gaither was special assistant to the Presidents of Wilberforce University and Central State University as well as holding posts with the War Manpower Commission and the Department of Housing and Urban Development prior to joining the Bureau of Public Roads in 1966.

Married to the former Dorothy Gaither of Knoxville, Tennessee, the Gaithers have two daughters and a son.

One of Gaither's brothers is Alonzo (Jake) Gaither, famed football coach of the Florida A. & M. University Rattlers.

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Secretary Volpe said Gaither will have "overall responsibility for the effectiveness of the equal opportunity program in the highway construction industry and will channel future policy guidance from the Federal Highway Administrator to FHWA field offices."

Volpe also announced that an Equal Opportunity Officer is being designated in each of FHWA's 50 Division offices throughout the country. These officials, acting under the direction of the Division Engineers, will be responsible for the enforcement of contractor performance in their respective territories.

The Secretary also said that some 400 FHWA engineers -- in addition to their regular duties -- will be required to report on equal opportunity problems and progress during their monthly inspections of Federal-aid highway projects.

Secretary Volpe said, "these procedural and organizational adjustments will be made immediately to utilize the Highway Administration's entire field organization to monitor the manner in which both the state highway departments and the contractors are meeting their equal employment responsibilities."

"Basically, however," the Secretary added, "it remains the responsibility of the state highway departments under the direction of FHWA to assure contractor compliance with equal employment opportunity contract provisions to the same degree that they assure quality of materials and workmanship through enforcement of the provisions of each contract."

Regarding the appointment of Division Equal Opportunity Officers, Volpe said, "equal opportunity matters shall have first call on their time."

"These steps," Volpe said, "are provisional. As experience dictates, we will add to and further improve the structure of our operations for improving compliance with the published requirements."

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FOR RELEASE FRIDAY 3 p.m.  
March 28, 1969

DOT - 4469  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$3,050,000 capital grant to Rochester, New York, to help the city pay for the assets of the local bus company and 27 new 53-passenger transit buses.

The city took over Rochester Transit Corporation's facilities last May 23. Since then, in an effort to attract more riders, the city has added more buses and established new routes. Daily route miles have been expanded from 21,000 to 25,000. About 29 million riders annually use the system.

Heavy increases in transportation required for school children prompted the city to retain all of the company's 249 buses, although nearly one-half are more than 10 years old. The increased service requirements were met by adding the 27 new buses last September.

Compounding the city's transit problems were the Fall 1968 openings of a new junior high school and a new community college and the relocation of Rochester Institute of Technology.

Transit operations are primarily within the city, with limited service in parts of Webster, Brighton, Pittsford, Gates, Greece, Irondequoit and Chili. The Rochester metropolitan area has a population of more than 400,000.

Rochester officials said city takeover of the transit operations followed several years of labor unrest and continued reduction of bus mileage despite modest increases in ridership. The city also cited the private operator's inability to add service to newly-developing areas and to certain community facilities.

(more)

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In addition to the new buses, the city also bought 29 two-way radios to help improve service. Total cost of the acquisition and improvement program was \$6,100,000.

Today's grant was made by the Department of Transportation's Urban Mass Transportation Administration. It represents one-half of the project's net cost. An additional \$1,016,666 has been reserved for this project pending completion of planning requirements. The additional grant would bring Federal participation to two-thirds. The balance of the cost will come from the New York Department of Transportation and from transit system capital reserve funds.

For further information: James E. Malone  
Assistant to the City Manager  
City of Rochester  
Rochester, New York

Project No. NY-UTG-9

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