



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

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FOR IMMEDIATE RELEASE  
Tuesday, April 1, 1969

APR 3 1969

Acquisitions  
Section Hq 610A

DOT -- 4769  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe announced today that the Federally-sponsored TurboTrain rail passenger demonstration between Boston and New York will begin April 8.

The experimental service will begin with the TurboTrain making one trip daily. The three-car gas turbine train will leave Boston's Back Bay Station at 7:45 a.m. The return trip will depart from Grand Central at 4:20 p.m. arriving at Back Bay at 8:15 p.m. One way fare will be \$13.75. Back Bay Station will be used rather than Boston's South Station at the request of the Penn Central Railroad.

Secretary Volpe said the Turbo service on the Penn Central's New Haven Region "should provide a new and reliable alternative to the traveler in the crowded Northeast Corridor.

"At the outset, service will be limited to a single round trip by one of our 144-passenger Turbos; however, we expect to have both units in service shortly. Each will make two trips daily," he said.

Initial service is not planned to be significantly faster than present schedules but will allow gearing up so that 45 to 50 minutes can be cut off the run within the year.

-more-

With this demonstration between Boston and New York and the DOT's companion effort between New York and Washington, the public response will be analyzed to determine whether the number of riders will increase measurably with improved train service.

The Department's Office of High Speed Ground Transportation will experiment with such service aspects as schedules, stops and fares to determine the best combination in terms of public response.

The TurboTrains were developed by the United Aircraft Corporation, Farmington, Connecticut. They are leased by DOT for the two-year period of the Government's participation in the project.

The trains are of lightweight construction and powered by aircraft-type engines capable of significant cost reduction.

The trains have a unique suspension system based on a pendulum principle which permits them to lean into curves like an aircraft rather than outwards like a conventional train, thus enabling them to achieve speeds up to 40 percent greater on curves. This feature was of special interest to DOT officials for its application on heavily-curved railroads such as the New Haven Region of the Penn Central.

(more)

The schedule:

LV Boston (Back Bay) 7:45 a.m.

LV Route 128 7:57 a.m.

LV Providence 8:28 a.m.

LV New London 9:24 a.m.

LV New Haven 10:18 a.m.

AR Grand Central 11:40 a.m.

LV Grand Central 4:20 p.m.

LV Bridgeport 5:28 p.m.

LV New Haven 5:48 p.m.

LV Providence 7:33 p.m.

LV Route 128 8:03 p.m.

AR Boston (Back Bay) 8:15 p.m.

# # #



FOR RELEASE WEDNESDAY  
April 2, 1969

DOT -- 4569  
Phone: (202) 963-5154

The Department of Transportation today broadened its Center City Transportation project to provide for participation by 20 additional cities.

The Center City Project, announced March 10, will design and implement improved center city transportation systems specifically for five cities -- Atlanta, Dallas, Denver, Pittsburgh, and Seattle. The basic concepts developed by the project would be adaptable for use in other cities.

To carry out the program announced today, DOT's Urban Mass Transportation Administration awarded a \$270,000 Grant to Urban America, Inc., of Washington, D.C. Urban America will contribute \$15,000 toward the program.

Urban America will select the 20 cities from a group of about 50 cities with metropolitan area populations of more than 500,000. The selected cities will be periodically informed of interim results of the Center City Study. Their reactions, based on their particular needs, will be incorporated into the main study to develop final concepts.

A series of eight conferences to be held in Washington, D.C. and throughout the United States will be coordinated for UMTA as the means for the selected cities to participate and exchange information. Additionally, there will be seminars, workshops and symposia for the participating cities. Conference findings will be published for wide distribution to city officials and others interested and involved in the problems of America's urban society.

For further information: James Kise, Director  
Urban Design Center  
Urban America  
1717 Massachusetts Avenue, N.W.  
Washington, D.C. 20036

Project No. DC-MTD-6

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

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APR 4 1969

Acquisitions

Section Hg 8101

FOR RELEASE WEDNESDAY 3:00 P.M.

April 2, 1969

DOT - 4669

Phone: (202) 962 - 3928

Secretary of Transportation John A. Volpe today announced the approval of a \$25.2 million Department of Transportation grant to Chicago's South Suburban Mass Transit District.

The grant will be used by the District to buy 130 new double-deck, air-conditioned electric rail commuter cars for use on the Illinois Central Railroad.

DOT's Urban Mass Transportation Administrator Paul A. Sitton signed the grant contract March 29. Announcement of the signing was delayed until today because of the national mourning period for General Eisenhower.

The project had been given UMTA approval late in December but the grant contract had not been signed when Secretary Volpe took office on January 20. Subsequently, Illinois Central announced that it had named outgoing Transportation Secretary Alan S. Boyd to be its president. In view of these circumstances, Secretary Volpe ordered a review by his staff of the project approval.

After completing its review, and after further discussion with officials of the Transit District and Illinois Central, the staff recommended that the grant contract be signed.

"We are convinced that former Secretary Alan S. Boyd was free from any impropriety or irregularity with regard to this project," Secretary Volpe said. "Initial impressions to the contrary," he said, "were based largely on a misunderstanding of the facts."

(more)



"While Secretary Boyd was aware that an application for assistance had been received from the District," Volpe continued, "he took steps to assure that he would not be involved in the project in any way. DOT officials who approved the project did not know at the time of their approval that Secretary Boyd was considering future employment with Illinois Central."

Boyd, scheduled to assume his new duties on April 1, was not involved in, or informed about, the recent discussions between Volpe's staff and the District and Illinois Central.

Volpe said the review pointed up a need for improvement in some internal management procedures within the Urban Mass Transportation Administration and these will be undertaken by the new Administrator, Carlos Villarreal, who will be sworn into office Friday, April 4.

The total estimated cost of the project is \$37.8 million. The initial Federal commitment is \$18.9 million, or 50 percent. Upon completion of all planning requirements, Federal participation may rise to \$25.2 million, or two-thirds of the project cost. The grant contract provides for further analysis of project costs and permits subsequent reduction of the Federal share if the circumstances warrant it.

The new equipment will replace 274 passenger cars that have been in service for more than 40 years and are obsolete, seriously lacking in amenities and attractiveness to commuters. The system carries about 81,000 riders each weekday and 25 percent of that on weekends.

For further information: Richard W. Austin  
Chairman, South Suburban Mass  
Transit District  
P. O. Box 296  
Chicago, Illinois 60461

Project No. ILL-UTG-7

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

*FAA Library*

APR 4 1969

FOR IMMEDIATE RELEASE  
Wednesday, April 2, 1969

Acquired from DOT--4969  
Section Bq 810A Phone: (202) 963-5154

Secretary of Transportation John A. Volpe will travel to Niantic, Connecticut, tomorrow (Thursday, April 3) to meet with 100 disadvantaged youths being trained as heavy equipment operators. The trainees -- 80 percent of whom are minority group members -- are from the New London, Connecticut, area.

The program, designed to raise the proportion of minority group employment in the highway construction industry, is being sponsored by Local 478 of the International Union of Operating Engineers.

Following are excerpts of the Secretary's remarks:

"You have made in this brief time of training tremendous progress and now you are going into an industry that is one of the most important in the country. The construction industry involves some 80 billion dollars a year, producing one tenth of the gross national product. It provides some three and a half million jobs. One million of these jobs are in heavy and highway construction work. These jobs, moreover, are high-paying. You will be rendering a valuable service and at the same time be earning good wages. Let me assure you, too, that these services are in great demand. Equipment operators, particularly, are in short supply.

"I want to congratulate Local 478 of the International Union of Operating Engineers for sponsoring this training project. I have, as the Secretary of Transportation, been very much concerned that equal employment opportunities be made available. It has not always been so in the past. As I told the Associated General Contractors of America in Washington a fortnight ago, we have not reached a high enough level of minority employment on our highway projects. I am totally committed to giving every American the opportunity of getting a fair day's wage for a fair day's work. This voluntary effort by your Operating Engineers

(more)

is doing much to raise the proportion of minority group employment in this industry. I salute your commitment. I am aware that this training project here is only one of several your union is sponsoring throughout the country. I congratulate you for this program. I wish you well. This is the best example of the program President Nixon is calling for -- a program in which the private sector voluntarily fulfills its responsibilities."

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FOR RELEASE FRIDAY A.M.  
April 4, 1969

DOT -- 5069  
Phone: (202) 963-5154

Carlos C. Villarreal, 44, of Los Angeles, California, was sworn in today as the Department of Transportation's Urban Mass Transportation Administrator. The oath of office was administered by Secretary of Transportation John A. Volpe.

The Urban Mass Transportation Administration is charged with facilitating development of urban transportation systems which will foster desired patterns of urban development, substantially improve the movement of people and goods in cities and be compatible with regional and national transportation networks.

Villarreal was formerly the Vice-President for Marketing and Administration for the Marquardt Corporation, a research and development corporation. Based in Los Angeles, he directed field office activities in that city and in Washington, D. C., Houston, Texas, and Dayton, Ohio. He joined Marquardt in 1966.

A 1948 graduate of the U. S. Naval Academy, Villarreal served in the Navy from 1948 to 1957 in various capacities as an officer aboard destroyers; as Commanding Officer of two auxiliary mine sweepers -- U. S. S. Rhea and U. S. S. Ospray; as Commander, Mine Division 31; and as an instructor at the Naval Academy.

After resigning his naval commission in 1957, he worked until 1966 for General Electric Company, where he developed a marine version of the J79 turbojet engine. Newer versions of this engine have been installed in the Navy's PGM gunboats and were the first aircraft gas-turbine conversions to be installed in displacement craft.

Villarreal was born in Brownsville, Texas, is married and has two children. He is a member of the American Institute of Aeronautics and Astronautics; the Society of Naval Architects and Marine Engineers; the Navy League of the United States; and the Association of the United States Army.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

April 8, 1969

DOT-4869

Phone: (202) 963-5154

John A. Volpe, Secretary of Transportation, today announced the Presidential nomination of Walter L. Mazan of Virginia as Assistant Secretary for Public Affairs.

The Secretary said President Nixon has sent to the Senate the name of Mr. Mazan, Acting Director of Liaison of the Office of Emergency Preparedness, Executive Office of the President.

In his new post, Mr. Mazan will be responsible for congressional affairs, public information, industry and labor liaison, and relations with other Federal agencies and State and local governmental units.

"Mr. Mazan's remarkable record as Special Assistant for Federal-State Relations in which his office in one year resolved over 2,000 complaints raised by the Governors of the 50 states led to a citation from the National Governors' Conference on July 24, 1968," Volpe said. "I was Chairman of the Conference at the time and recall that the citation praised Mazan as having brought about the best working partnership in modern history of our Nation between the Governors and the Executive Branch of the Federal Government," Volpe recalled.

"It is easy to see that with such a background, Mr. Mazan brings added strength to our executive team," Volpe said.

Mr. Mazan, 47, was born in Center Rutland, Vermont. He served as State Civil Defense Director for Vermont from 1951 to 1957, and as assistant to then-Governor Lee Emerson. He joined the Office of Emergency Preparedness in the Executive Office of the President in 1957 during the Eisenhower administration.

From 1957 until 1963, his assignment was state and local defense planning projects.

(more)



In 1963, he joined the OEP Liaison Office and in 1967 was promoted to Deputy Director of Liaison.

In 1969, he was named Acting Director of Liaison by the new Director of OEP, General George Lincoln.

Mazan served in the Army Air Corps as a glider pilot from September, 1942 until January 1946, participating in photographic and aerial reconnaissance missions.

He received a Bachelor's Degree from the University of Vermont in 1949. A charter member and past president of the Executive Office of the President Toastmasters' Club, he is past president of the Vermont State Society of the District of Columbia and past president of the East Falls Church Civic Association.

He resides with his wife, the former Lee Duffy, and their four children, ages 6, 8, 10, and 12, at 4836 N. 35th Road, Arlington, Virginia.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

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APR 9 1969

FOR IMMEDIATE RELEASE  
Tuesday, April 8, 1969

Acquisitions  
Section Hq 610A

DOT--5169  
Phone: (202) 963-5154

The train that you are riding on today is one of two gas-powered turbine trains leased by the U. S. Department of Transportation from the United Aircraft Corporation for a two-year demonstration project.

The experimental service being operated by the Penn Central Railroad will begin with the 144-passenger TurboTrain making one trip daily. The train will leave Boston's Back Bay Station at 7:45 a.m. arriving at Grand Central Station at 11:40 a.m. The return trip will depart from Grand Central at 4:20 p.m. arriving at Back Bay at 8:15 p.m.

Secretary of Transportation John A. Volpe says that when both units are put into service in the near future, there will be four round trips daily between Boston and New York.

Objectives of this project are to test equipment designed to:  
(1) negotiate curves at speeds up 40 percent faster than equipment of conventional design, with increased passenger comfort, and (2) produce significant savings in operation and maintenance costs through application of aircraft type, free gas turbine engines.

Higher speed on curves would reduce transit time significantly on existing railroads with many curves -- such as Penn Central's New Haven region -- without costly relocation of route. Achievement of large savings in operating expense would extend the potential area of economic rail passenger service.

The project is directed by the Department of Transportation's Office of High Speed Ground Transportation. The office was created by the High Speed Ground Transportation Act of 1965.

The purpose of the Act is to try to stimulate, through research, development and demonstration, alternative modes of transportation which could better handle high volumes of traffic in densely populated regions.

(more)



In the search for alternate modes of transportation to handle large numbers of travelers in densely populated regions, the Northeast Corridor was selected as an initial test area. The Corridor includes Boston through New York, Philadelphia, and Baltimore to Washington, D. C.

Travel volumes have increased at a greater rate than predicted and the period of time when we will completely run out of transportation capacity in the Northeast Corridor is critically near.

The growth in air transportation has been particularly dramatic.

The Federal Aviation Administration -- another branch of DOT -- estimates that accumulated delay time at Kennedy, Newark, LaGuardia, Washington National, Boston, and Philadelphia airports even four years ago amounted to 49,000 hours.

Estimates indicate at just three of these airports -- Kennedy, LaGuardia and Newark -- there will be an increase in delay time to 133,000 hours in 1970 and substantially larger delay by 1975, if nothing is done to expand capacity.

The Bureau of Public Roads estimates that Northeast Corridor highway travel on intercity routes will double between 1965 and 1985. About \$2.5 billion will be needed just on the intercity portion of the Corridor highway system.

The total cost to Federal, state and local sources of all street and highway construction in the Northeast Corridor for the same 20-year period will exceed \$30 billion.

The Department will spend \$4.4 million for the two-year lease and maintenance of the Boston-to-New York TurboTrain.

The Federal share in the Metroliner demonstration involving Washington, D. C.-to-New York is \$11.5 million.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

DOT -- 5269

FOR RELEASE 3:00 P.M.  
Thursday, April 10, 1969

Phone: (202) 962-8411

DOT APPROVES \$439,300  
HIGHWAY SAFETY GRANT  
FOR INDIANA STATE POLICE

Secretary of Transportation John A. Volpe today announced approval of a \$439,300 highway safety grant to the State of Indiana for the establishment of a State Police radio network to assist in rapid retrieval of traffic records data.

The Federal matching grant is being made by the Federal Highway Administration's National Highway Safety Bureau under the Highway Safety Act of 1966. The grant is part of a project to enable the Indiana State Police agency to speed up access to central data files. The money will be used to purchase and install radio and multiplex equipment for use in State Police district offices, which will provide them with rapid access to central office data and information on driver licenses, vehicle registration, and other traffic enforcement records.

The Highway Safety Act of 1966 authorizes the Secretary of Transportation to issue Federal standards on a wide range of highway safety program to which the States must conform, and established a program of Federal matching grants to enable the States and their local communities to bring their program into conformity.

To date, 16 Federal Standards have been issued, dealing with driver education, motor vehicle inspection, driver licensing, motor vehicle registration, alcohol in relation to highway safety, traffic codes and laws, pedestrian safety, and many others.





# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

DOT -- 5369

APR 11 1969

Phone: (202) 962-8411

FOR RELEASE 3:00 P.M.  
Thursday, April 10, 1969  
Section Hq 0104

DOT APPROVES \$736,000 OHIO  
GRANT TO PURCHASE DRIVER  
EDUCATION AIDS

Secretary of Transportation John A. Volpe today announced approval of a \$736,000 highway safety grant to the State of Ohio for the purchase of mobile driving simulators to improve driver education programs.

The Federal matching grant is being made by the Federal Highway Administration's National Highway Safety Bureau to the Ohio State Department of Education under the Highway Safety Act of 1966. The grant is part of a three-year project for the eventual purchase of some 45 simulators. The grant announced today is for the first 16. These mobile simulators will be mounted on trailers so they can be moved from school district to school district to assist in improving driver education courses conducted in the public schools.

The Highway Safety Act of 1966 authorizes the Secretary of Transportation to issue Federal standards on a wide range of highway safety program to which the States must conform, and establishes a program of Federal matching grants to enable the States and their local communities to bring their programs into conformity.

To date, 16 Federal standards have been issued, dealing with such programs as driver education, motor vehicle inspection, driver licensing, motor vehicle registration, alcohol in relation to highway safety, traffic codes and laws, pedestrian safety, emergency medical services, and many others.

The standard on driver education requires, among other things, that driver education courses be made available to all youths of licensable age.





# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

*FAA Library*  
WASHINGTON, D.C. 20590

FOR RELEASE A.M.  
Friday, April 11, 1969

APR 11 1969

DOT -- 5469  
Phone: (202) 963-5154

Acquisitions  
Section Hq 810A

Secretary of Transportation John A. Volpe today announced that the Federal Aviation Administration has created a new post to strengthen the Agency's equal opportunity policies and practices.

The post -- Director of the Equal Opportunity Staff -- was created in response to a Volpe directive of March 19 to all of the Department's operating agencies to submit plans for the implementation of the Department's equal opportunity policy.

In FAA, Quentin S. Taylor, 33, a Howard University graduate, will hold the newly created position.

Volpe said that Taylor "will report directly to John H. Shaffer, Administrator of FAA. He will not only look at the hiring practices at all FAA installations, but also will carefully examine promotion policies."

"We are just as interested in an employee's upward mobility, his ability to move forward as fast as his ability enables him to, as we are in getting him employed," Volpe said.

In addition to his "in-house" responsibilities, Taylor will monitor compliance by FAA contractors and organizations receiving FAA funds.

Taylor, a product of the District of Columbia school system, was born in Front Royal, Virginia. He received a B.A. degree from Howard University and a M.A. from Syracuse University.

He has been employed by FAA since February, 1959. His most recent assignment was Special Assistant to the Associate Administrator.

Married to the former Barbara Smith, the Taylors have a 19-month old son, Jeffrey, and reside at 2124 Branch Avenue, S.E., Washington, D. C.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

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APR 15 1969

FOR RELEASE 3:00 P.M.  
Friday, April 11, 1969

Acquisition  
Section Hq 810A

DOT -- 5569  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$633,000 study on the impact new technology may have on transoceanic commerce, both by sea and air.

The study contract was awarded to Lockheed International of Los Angeles, California.

Volpe said the two-year project is part of a broad-range effort by the Department of Transportation to develop modern planning tools to meet future transportation requirements. Lockheed will utilize model building, automatic data processing, supply and demand analysis, and modern market research techniques to develop a analytical system which will be used to project major economic aspects of international transportation. Hopefully, the system developed by the study may also be used by other government agencies and private firms for analyzing their planning problems, Volpe said.

The study's primary objective, Volpe stated, is to help eliminate uncertainties about introducing new technology into the transportation system. This would include, he continued, giant aircraft, automated containerships, a Land Bridge (a rail line between Atlantic and Pacific ports), as well as advanced communications and materials handling systems.

Demand forecasts for transoceanic movement of goods in 1970, 1975, and 1980 will be included. The study is also expected to develop new analytical techniques, particularly in forecasting, which can readily adjust estimates as conditions change.

Transportation needs for moving commodities to and from U.S. ports will also be studied.

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FOR RELEASE 3:00 P.M.  
Monday, April 14, 1969

DOT -- 5669  
Phone: (202) 963-5154

Utica, New York will buy 27 new 45-passenger transit buses with the help of a \$392,231 Department of Transportation capital grant, Transportation Secretary John A. Volpe announced today.

The grant, by DOT's Urban Mass Transportation Administration, represents one-half of the \$784,462 net purchase cost. DOT will make an additional \$130,743 grant to Utica if a comprehensive, coordinated regional transportation plan is completed within three years, Volpe said.

The grant will go to the Utica Transit Commission. A publicly-owned system, UTC is the principal mass transportation carrier in the Utica urban area. UTC presently operates 48 buses over 67.3 route miles. In 1968, it carried 3,260,000 revenue passengers.

UTC says it needs 50 buses to maintain its present service level. Two buses were recently scrapped because of advanced deterioration, reducing the fleet to 48. The new buses will replace vehicles that are, on the average, 20 years old. The older buses frequently break down, disrupting scheduled service and discouraging ridership.

Five of the new buses will be equipped with overdrive for use in a contemplated express bus service.

For further information: Dominick N. Assaro  
Mayor, City of Utica  
City Hall, One Kennedy Plaza  
Utica, New York 13502

Project No. NY-UTG-10

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*FAA Library*

*APR 17 1969*

FOR RELEASE 3:00 P.M.  
Wednesday, April 16, 1969

DOT--6069

Phone: (202) 963-5105

*Acquisitions  
Section Sq 610A*

Secretary of Transportation John A. Volpe today announced two contracts, totaling \$2,468,696, for construction of a new Coast Guard Station at San Francisco, California.

A \$1,553,913 contract was awarded to Ralph Larsen and Son, of South San Francisco, Calif., for construction of barracks, administration building, subsistence building and appurtenant facilities.

A \$914,783 contract was awarded to Duncanson Harrelson Company, of Richmond, Calif., for construction of moorings and piers.

The new station will be located on Yerba Buena Island, midway between San Francisco and Oakland Bay bridges. It will replace four separate Coast Guard facilities in the San Francisco area -- Fort Point Station, Yerba Buena Group Office, San Francisco Captain of the Port's Office and the Alameda Port Security Station.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

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APR 18 1969

FOR RELEASE THURSDAY  
April 17, 1969

Acquisitions DOT -- 5869  
Section Hq 610A Phone: (202) 963-5154

One of the challenges facing the aviation industry today is finding ways to pass on the benefits of air transport engineering technology to the public.

While air transportation has achieved efficiency in the air, the ground handling of passengers and cargo has not kept pace. This was one of the highlights in a "Study of Air Cargo and Air Passenger Terminal Facilitation" released by the Department of Transportation today.

This study was prepared for DOT by Simat, Helliesen, Eichner, Inc., and TransPlan, Inc. The study makes reference to the possibilities of a three-dimensional traffic jam comprising "a jam in the air, a jam of people and goods in the terminal area and a jam in the parking lot and access roads."

In the next decade the study forecasts that world-wide passenger traffic will increase at an annual growth rate of nearly 10% with the cargo growth rate being close to 20%. In view of this growth, the study stresses the need to find improved ways to handle this traffic with efficiency and dispatch..

The report will be used as a source document by the industry-government task forces of the Transportation Facilitation Committee. This committee was established last year to study problems in facilitation and make it easier and cheaper to move passengers and cargo -- and to consider problems which are arising from the introduction of the new super jets.

Throughout the world, governments, air carriers, airport authorities, shippers, and the traveling public have expressed mounting concern over congestion and delays.

These matters were considered in great detail by representatives of some 64 of the member nations of the International Civil Aviation Organization at a meeting of their Facilitation Division in Montreal last year.

- more -



The study released today is an attempt to comprehensively survey the "state of the art" of air cargo and air passenger terminal facilitation and recommend actions for improving the terminal services.

Among the highlights of the report are:

- \* Six-hour Atlantic crossings for air cargo become more nearly six-day delivery because of documentation, processing, and handling delays.
- \* Current problems in ground accesses to airports require further consideration of high-speed rail, STOP, and VTOL services.
- \* Government clearance procedures are a critical problem for international cargo operations. Computerized processing for cargo documentation together with high-speed communication to facilitate advanced clearance are recommended.
- \* Off-airport cargo terminals are identified as a possible means for reducing congestion and delay.
- \* Automated systems are encouraged for the handling of passenger ticketing and baggage check-in and retrieval.
- \* Border crossing formalities for passengers should be streamlined and mechanized to the extent possible.

Copies of the report are available from the Clearinghouse for Federal, Scientific and Technical Information, 5285 Port Royal Street, Springfield, Virginia 22151.

PB-183 226

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FOR RELEASE FRIDAY A.M.  
April 18, 1969

DOT -- 4169  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced his Department has signed an agreement with the French Ministry of Transport for cooperative research and development efforts in two vital areas related to the safety and efficiency of airport operations -- fog dispersal and aircraft ground guidance/control systems.

"This is what we hope will be but the first in a series of collaborative transportation research and development agreements between the Department of Transportation and the counterpart French ministries," Secretary Volpe said.

"By sharing the research and development effort in areas of mutual interest," Volpe said, "we believe both countries will be able to develop solutions to a wide range of transportation problems more quickly and with significant savings of both time and cost to the taxpayers."

The agreement provides for the exchange of pertinent data (such as studies, reports, test results, etc.), as well as the exchange of technical experts where practicable and mutually beneficial. It also deals with the financing of mutually beneficial activities, either by Government, private industry or by Government and private industry together with equitable sharing of the results of such efforts.

Program management for the fog dispersal and airport guidance/control systems has been assigned to the Federal Aviation Administration of the Department of Transportation and to the Secretariat General a l'Aviation Civile (SGAC) in the Ministry of Transport of France.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
Friday, April 18, 1969

DOT--6269  
Phone: (202) 963-5154

### SUMMARY OF PROGRAM ACTIONS ANNOUNCED FOR WEEK ENDING FRIDAY, APRIL 18, 1969

#### U. S. COAST GUARD

Calif DOT-CG-12-3406

San Francisco, California, \$914,783 granted to assist in the construction of moorings and piers for new San Francisco Coast Guard Station-Yerba Buena Island. (Duncanson Harrelson Company, 530 West Cutting Boulevard, Richmond, California)

Calif DOT-CG-12-3405

San Francisco, California, \$1,553,913 granted to assist in the construction of 150 man barracks, administration building and subsistence building -- also side development i.e., paving, sewage, etc. -- Yerba Buena Island. (Ralph Larsen and Son, 52 South Linden Avenue, South San Francisco, California)

Md DOT-CG-93-907-A

Laurel, Maryland, \$62,000 granted to assist in the analysis and model testing to determine forces and stresses for moored and towed oil booms (testing, research and development). (Hydronautics, Inc., Pindell School Road, Laurel, Md. 20810)

#### FEDERAL HIGHWAY ADMINISTRATION

Ga DE 69-1-002

State-wide Program, \$941,181 (Federal share \$314,871) proposes to shift certain items in the budget to purchase equipment and to drop various driver education courses.

Pa EM 69-2-001

Blair County, Pennsylvania, \$129,718 (Federal share \$64,859) granted to assist in a comprehensive emergency medical services program to be initiated in Blair County. Activities involved include:

(more)

training of EMS personnel, purchase of ambulances, and communications equipment.

Ohio DE 69-2-001

State-wide Program, \$72,000. Project is designed to furnish a \$400 grant-in-aid to Ohio driver education teachers. Six State universities will make available an advanced driver education course during the summer of 1969 (180 teachers expected to attend).

Berkeley, California, \$81,954 granted to assist in a research study entitled, "Development, Documentation, and Application of the Projected Land Use Model." (PLUM) (The Regents of the University of California, c/o Campus Research Office, 250 Sproul Hall, Berkeley, Calif. 94720)

URBAN MASS TRANSPORTATION ADMINISTRATION

NY-UTG-10

Utica, New York, \$392,231 to buy 27 new 45-passenger transit buses. (Utica Transit Commission, Utica, New York)

ARK-UTG-1

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FEDERAL RAILROAD ADMINISTRATION

Calif FRA-735-399

Torrance, California, \$100,000 granted to assist in the instrumentation control, telemetry and testing of the linear induction motor research vehicle. (Airesearch Manufacturing Company, Torrance, California)

# # #



FOR IMMEDIATE RELEASE  
Friday, April 18, 1969

DOT--6269  
Phone: (202) 963-5154

SUMMARY OF PROGRAM ACTIONS  
ANNOUNCED FOR WEEK ENDING  
FRIDAY, APRIL 18, 1969

U. S. COAST GUARD

Calif DOT-CG-12-3406	<u>San Francisco, California</u> , \$914,783 granted to assist in the construction of moorings and piers for new San Francisco Coast Guard Station-Yerba Buena Island. (Duncanson Harrelson Company, 530 West Cutting Boulevard, Richmond, California)
Calif DOT-CG-12-3405	<u>San Francisco, California</u> , \$1,553,913 granted to assist in the construction of 150 man barracks, administration building and subsistence building -- also side development i.e., paving, sewage, etc. -- Yerba Buena Island. (Ralph Larsen and Son, 52 South Linden Avenue, South San Francisco, California)
Md DOT-CG-93-907-A	<u>Laurel, Maryland</u> , \$62,000 granted to assist in the analysis and model testing to determine forces and stresses for moored and towed oil booms (testing, research and development). (Hydronautics, Inc., Pindell School Road, Laurel, Md. 20810)

FEDERAL HIGHWAY ADMINISTRATION

Ga DE 69-1-002	<u>State-wide Program</u> , \$941,181 (Federal share \$314,871) proposes to shift certain items in the budget to purchase equipment and to drop various driver education courses.
Pa EM 69-2-001	<u>Blair County, Pennsylvania</u> , \$129,718 (Federal share \$64,859) granted to assist in a comprehensive emergency medical services program to be initiated in Blair County. Activities involved include:

(more)



# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

APR 22 1969

Acquisitions

Section 44 6104

Phone: (202) 963-5154

FOR IMMEDIATE RELEASE

SUMMARY OF PROGRAM ACTIONS  
ANNOUNCED FOR WEEK ENDING  
FRIDAY, APRIL 18, 1969

U. S. COAST GUARD

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FEDERAL HIGHWAY ADMINISTRATION

Ga DE 69-1-002

State-wide Program (Georgia), \$941,181 (Federal share \$314,871) proposes to shift certain items in the budget to purchase equipment and to streamline various driver education courses.

(more)



Pa EM 69-2-001

Blair County, Pennsylvania, \$129,718 (Federal share \$64,859) granted to assist in a comprehensive emergency medical services program to be initiated in Blair County. Activities involved include: training of personnel, purchase of ambulances, and communications equipment.

Ohio DE 69-2-001

State-wide Program (Ohio), \$72,000. Project is designed to furnish a \$400 grant-in-aid to 180 Ohio driver education teachers. Six State universities will make available an advanced driver education course during the summer of 1969.

Berkeley, California, \$81,954 granted to assist in a research study entitled, "Development, Documentation, and Application of the Projected Land Use Model." (PLUM) (The Regents of the University of California, c/o Campus Research Office, 250 Sproul Hall, Berkeley, Calif. 94720)

URBAN MASS TRANSPORTATION ADMINISTRATION

NY-UTG-10

Utica, New York, \$392,231 to buy 27 new 45-passenger transit buses. (Utica Transit Commission, Utica, New York)

ARK-UTG-1

Little Rock, Arkansas, \$95,790 (supplemental grant) to assist in the modernization of its mass transit system. An initial grant of \$287,372 was made to Little Rock in September 1966 to assist in the purchase of 42 air-conditioned buses. (City of Little Rock, City Manager, Little Rock, Ark. 72201)

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY  
April 20, 1969

DOT -- 5969  
Phone: (202) 963-5154

The Department of Transportation reminds the Nation that at 2 a.m., Sunday, April 27, the clocks will be advanced one hour in all but three states -- Arizona, Hawaii, and Michigan. Under the terms of the Uniform Time Act, passed by the Congress in 1966, the clocks of the Nation will remain advanced one hour until 2 a.m. on the last Sunday in October.

The Department reminds commercial activities and the traveling public of previously announced time zone boundary changes in Indiana, Michigan, and Utah, effective on April 27; also a change in North Dakota effective last fall.

### States Exempted from Advanced (Daylight) Time

In enacting the Uniform Time Act of 1966, the Congress made the observance of advanced (daylight) time automatic throughout the country for the six-month period from the last Sunday of April to the last Sunday of October.

However, that law allows a State to exempt itself from the observance of advanced time, but only if it exempts the entire State. The Arizona and Hawaii legislatures acted in 1967 to exempt their states. Michigan, in November, 1968, became the third State to exercise the option.

### Time Zone Boundary Changes

The recent time zone boundary changes listed by the Department of Transportation include:

- The relocation of the central-mountain zone boundary in North Dakota to include in the mountain zone the 14 county area in the southwest corner of North Dakota that has historically observed mountain time. Except where it swings west around the communities of Mandan and

- more -



Ft. Yates, the new line follows generally the Missouri and Little Missouri Rivers. This change became effective on October 27, 1968.

- The relocation of the eastern-central zone boundary in Indiana to include all of Indiana in the eastern zone, except for 12 counties in the northwest and southwest corners of the State. The excepted counties (Lake, Porter, LaPorte, Starke, Jasper, Newton, Gibson, Pike, Spencer, Warrick, Vanderburg and Posey) remain in the central zone. This change becomes effective on April 27th.
- The relocation of the eastern-central zone boundary in Michigan to the Michigan-Wisconsin border to include the Upper Peninsula of Michigan in the eastern zone. This change becomes effective on April 27th. The Lower Peninsula of Michigan has been in the eastern zone for several years.
- The relocation of the mountain-pacific zone boundary in Utah to include the entire state of Utah in the mountain zone. This change becomes effective on April 27.

Each of the time zone line changes was made by the Department of Transportation required by the Standard Time Zone Act to define time zone boundaries "having regard for the convenience of commerce and the existing junction points and division points of common carriers engaged in interstate and foreign commerce."

Time zone boundaries in the United States have been defined, and from time to time relocated, since 1918 by the Interstate Commerce Commission, and by the Department of Transportation beginning in 1967. Prior to 1966, however, a number of communities in the vicinity of the defined boundaries chose not to recognize them. When the Uniform Time Act became effective in 1967 those communities were confronted with a problem. The 1966 Act, with its automatic advanced (daylight) feature required a far greater degree of nationwide recognition of the boundaries defined by the Federal department.

The result has been active urging by State, local, and municipal governments, as well as hundreds of requests from private citizens for the relocation of time zone boundaries throughout the Nation. In response to formal proposals submitted to it during the past two years, the Department has made no less than eight changes to the boundaries.

The Department has repeatedly emphasized that it has no authority to exempt any State or area from the observance of advanced (daylight) time. It has, however, through relocation of time zone boundaries, attempted to reshape the zones to reflect major patterns of time observance.

A question frequently asked of the Department by businessmen, local government officials, and individual citizens alike is, "How does the Uniform Time Act of 1966 affect us?"

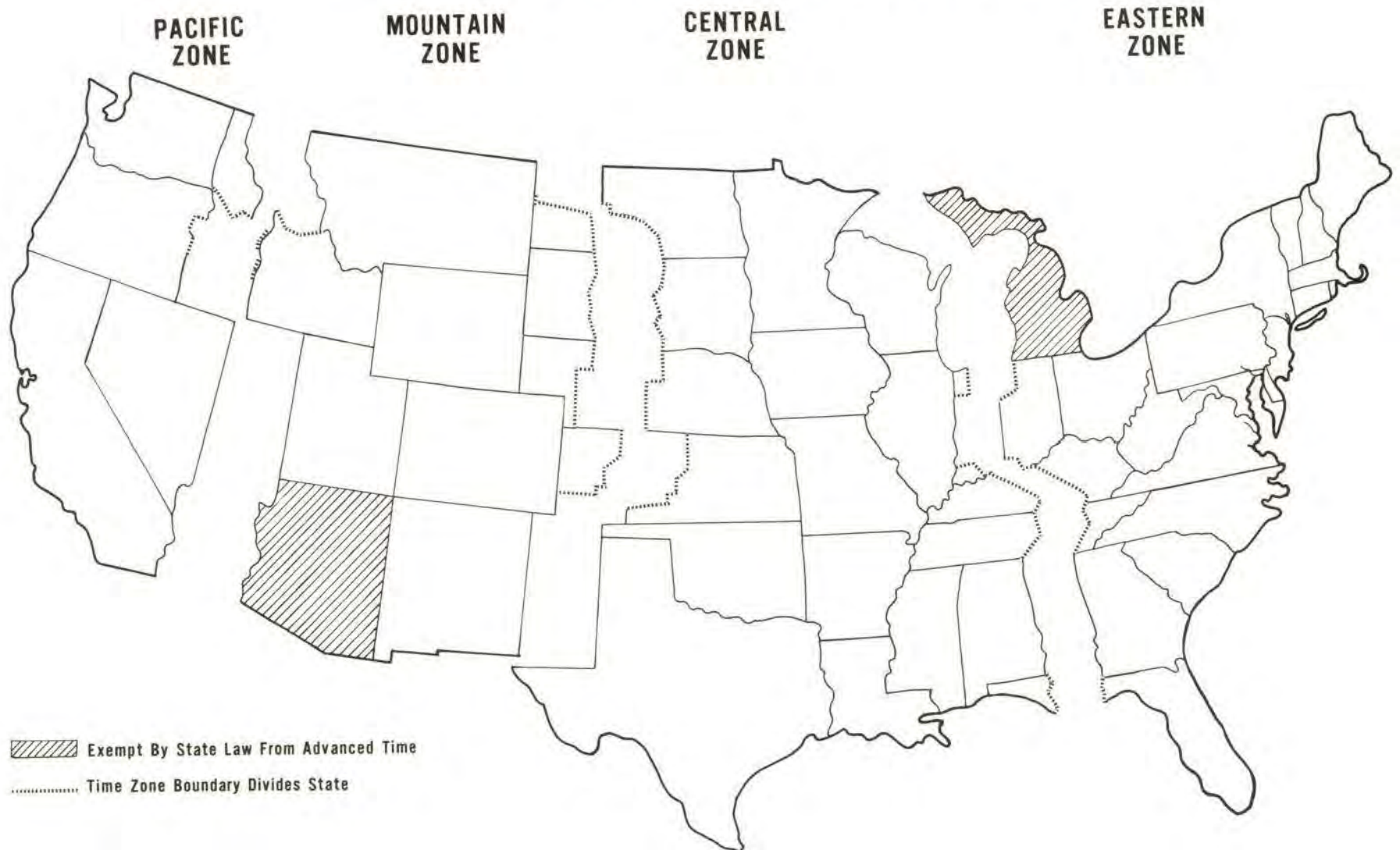
The answer is that (1) it governs the movement of all common carriers engaged in interstate and foreign commerce; (2) it governs the time of performance of governmental functions; (3) it governs the time within which personal rights accrue; and (4) it governs the time within which any person subject to the jurisdiction of the United States is required to perform or is prohibited from performing any act.

For example, it governs time stated in contracts, the times within which Federal, State, and local government offices will operate, and the schedule on which your bus, train, or airline will operate.

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# OFFICIAL UNITED STATES TIME ZONES



DEPARTMENT OF TRANSPORTATION



training of EMS personnel, purchase of ambulances, and communications equipment.

Ohio DE 69-2-001

State-wide Program, \$72,000. Project is designed to furnish a \$400 grant-in-aid to Ohio driver education teachers. Six State universities will make available an advanced driver education course during the summer of 1969 (180 teachers expected to attend).

Berkeley, California, \$81,954 granted to assist in a research study entitled, "Development, Documentation, and Application of the Projected Land Use Model." (PLUM) (The Regents of the University of California, c/o Campus Research Office, 250 Sproul Hall, Berkeley, Calif. 94720)

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# # #



OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE  
Sunday, April 20, 1969

DOT -- 6569  
Phone: (202) 963-5154

The train that you are riding on today is one of the two gas-powered turbine trains leased by the U.S. Department of Transportation from the United Aircraft Corporation for a two-year demonstration project.

The companion train is being operated by Penn Central on daily round trip revenue runs between New York and Boston.

This demonstration ride is sponsored jointly by the New York Joint Legislative Committee on Transportation and the United States Department of Transportation with the cooperation of members of the Brotherhood of Locomotive Engineers and the United Transportation Union who are donating their services.

On Sunday, April 20, the Buffalo-to-Albany run will stop at Rochester, 2:00 p.m.; Syracuse, 3:40 p.m.; Utica, 4:35 p.m.; Schenectady, 6:10 p.m.; arriving in Albany at 6:45 p.m.

On Monday, April 21, the New York City-to-Albany run will depart from Grand Central Station at 9:45 a.m. and stop at Harmon, 10:30 a.m.; Poughkeepsie, 11:35 a.m.; arriving in Albany at 12:45 p.m.

Secretary of Transportation John A. Volpe says that when both Turbo units are put into Northeast Corridor service in the near future, there will be four round trips daily between Boston and New York.

Objectives of this project are to test equipment designed to (1) negotiate curves at speeds up 40 percent faster than equipment of conventional design, with increased passenger comfort, and (2) produce significant savings in operation and maintenance costs through application of aircraft type, free gas turbine engines.

Higher speeds on curves would reduce transit time significantly on existing railroads with many curves -- such as Penn Central's New Haven

region -- without costly relocation of route. Achievement of large savings in operating expense would extend the potential area of economic rail passenger service.

The project is directed by the Department of Transportation's Office of High Speed Ground Transportation. The office was created by the High Speed Ground Transportation Act of 1965.

The purpose of the Act is to try to simulate, through research, development and demonstration, alternative modes of transportation which could better handle high volumes of traffic in densely populated regions.

In the search for alternate modes of transportation to handle large numbers of travelers in densely populated regions, the Northeast Corridor was selected as an initial test area. The Corridor includes Boston through New York, Philadelphia, and Baltimore to Washington, D.C. The Turbos operate between Boston and New York. The Metroliners operate between New York and Washington, D.C.

Travel volumes have increased at a greater rate than predicted and the period of time when we will completely run out of transportation capacity in the Northeast Corridor is critically near.

The growth in air transportation has been particularly dramatic.

The Federal Aviation Administration -- another branch of DOT -- estimates that accumulated delay time at Kennedy, Newark, LaGuardia, Washington National, Boston and Philadelphia airports even four years ago amounted to 49,000 hours.

Estimates indicate at just three of these airports -- Kennedy, LaGuardia and Newark -- there will be an increase in delay time to 133,000 hours in 1970 and substantially larger delay by 1975, if nothing is done to expand capacity.

The Bureau of Public Roads estimates that Northeast Corridor highway travel on intercity routes will double between 1965 and 1985. About \$2.5 billion will be needed just on the intercity portion of the Corridor highway system.

The total cost to Federal, state and local sources of all street and highway construction in the Northeast Corridor for the same 20-year period will exceed \$30 billion.

The Department will spend \$4.4 million for the two-year lease and maintenance of the Boston-to-New York Turbos.

The Federal share in the Metroliner demonstration involving Washington, D.C.-to-New York is \$11.5 million.

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FOR RELEASE MONDAY  
April 21, 1969

DOT -- 6469  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$40,000 grant to the Southeastern Michigan Transportation Authority.

The funds will be used to determine the best way to get Detroit inner-city residents to jobs located in the suburbs and to study ways to improve rail commuter service.

The grant, issued by DOT's Urban Mass Transportation Administration provides two-thirds of the \$60,000 cost of the study.

Many hundreds of jobs in the Detroit area go begging because inner city workers can't get to suburban job sites, Secretary Volpe said.

"Detroit is not the exception, but the rule," he added. "While more than 80 percent of all families in the United States own at least one automobile, many ghetto families own no car at all."

"If they can't get out to the jobs, they won't be able to work -- and if the opportunity to work is taken away, then all the social ills of our cities' ghettos will be compounded to an even greater degree," Volpe said.

The new grant supplements an earlier \$80,000 Federal grant to develop a unified and coordinated public transportation system in the greater Detroit region. Work already done on the broad study confirmed the need for improved public transportation for inner-city residents.

The commuter rail services to be studied will be on the Grand Trunk Western Railroad between Pontiac and Detroit and on the Penn Central Railroad between Ann Arbor and Detroit.

For further information: William H. Ostenson  
Executive Secretary  
Southeastern Michigan Transportation Authority  
211 West Fort Street  
Detroit, Michigan 48226

Project No. MICH-T9-1

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

~~FAA Library~~  
WASHINGTON, D.C. 20590

APR 22 1969

Acquisitions  
Section Hq 610A

FOR RELEASE MONDAY  
April 21, 1969

DOT -- 6169  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the selection of Benjamin F. L. Darden, a transportation planning aide to the Mayor of New York, as Director of the newly-established Office of Aviation Policy and Plans in DOT's Federal Aviation Administration.

In this new capacity, the 32-year old attorney who is active with the Harlem branch, NAACP, will head a staff of specialists with broad aviation background responsible for coordinating all FAA studies and forecasts, developing long-range goals for aviation system planning and making recommendations to the FAA administrator. The post -- GS-17 -- pays \$26,264.

"Mr. Darden's appointment," Secretary Volpe said, "is in line with the Department's search for qualified minority group employees to hold super-grade positions in our operating agencies. We are pleased that Mr. Darden is joining the FAA."

Mr. Darden's experience in aviation includes more than nine years of service with the FAA, first as an air traffic controller in the New York Air Route Traffic Control Center, then as supervisory duty officer responsible for aviation intelligence analysis in the Agency's Eastern Region Headquarters in New York, and finally as the Region's Noise Abatement Officer.

He left Federal service in February 1968 to develop a comprehensive aviation plan for the New York City Planning Commission. He joined Mayor Lindsay's staff in January 1969 to formulate an air transportation policy for the City and to act as liaison for the Mayor's office with the Port of New York Authority.

- more -



Darden is a native of Montclair, New Jersey, where he attended high school. While serving in the U.S. Air Force from June 1954 to November 1957, he attended the Aircraft Control and Warning School at Kessler Air Force Base, Biloxi, Mississippi. He joined the FAA in November 1958 and while working for the Agency attended Adelphi University and Queens College in New York. He received a Doctor of Jurisprudence Degree from the New York University Law School in 1968.

As an air traffic controller and later as a specialist in air transportation planning, Darden authored numerous articles and technical papers on air traffic control, mass transit and transportation research.

He is a member of the American Bar Association, Transportation Research Forum and the American Institute of Aeronautics and Astronautics. He also has served on the U. S. Interagency Noise Abatement Panel.

####

FOR RELEASE WEDNESDAY  
April 23, 1969

DOT -- 6669  
Phone: (202) 963-5154

A jointly funded study of the effect of reduced transit fares on the mobility of older people and on the finance of transit companies involved was announced today by the U.S. Department of Transportation and the U.S. Department of Health, Education, and Welfare.

The study will be made by the Senior Citizens Division of the Chicago Department of Human Resources with a \$29,720 grant from the two Federal Departments - one half provided by DOT's Urban Mass Transportation Administration, and half by HEW's Administration on Aging under the Older Americans Act.

A reduction in fares for the elderly, earlier planned by the Chicago Transit Authority, went into effect on April 20. The newly funded study will conduct surveys of the use of the system by older riders, before and after the reduction.

In announcing the grant, Carlos C. Villarreal, Administrator of DOT's Urban Mass Transportation Administration said, "Transportation is of vital importance to the elderly. In fact, it is central to some of their major problems. Limited in mobility and lacking income to pay for transportation, they are isolated from the mainstream of community life and denied ready access to necessary public health services."

"I eagerly await the report from this study."

- more -



Administrator Mary Switzer of HEW's Social and Rehabilitation Service said, "This research should help guide public policy by providing definite answers to the questions of whether a reduced fare program increases ridership by older persons and whether transit authorities must inevitably suffer a loss in revenue that can be directly attributed to instituting such a reduced fare program."

There are now approximately 20 reduced fare plans for the elderly in existence in various parts of the country. However, there has been little information available to provide a systematic basis for a community's decision to embark on such programs, or for determining actual net cost of such programs."

The current study is designed to answer two basic questions: (1) Does the implementation of a reduced fare program for the elderly increase with ridership and to what extent; and (2) To what extent will the transit system's revenues increase or decrease as a result.

In addition to providing information useful nationally on methods of measuring ridership and reduced-fare costs, the Chicago study is expected to provide local information on mobility patterns and habits of various subgroups of Chicago's senior population which could pave the way for improvement or changes in that transit system.

The Illinois Institute of Technology Research will handle the research aspects of the project for the Division of Senior Citizens.

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FOR RELEASE WEDNESDAY  
April 23, 1969

DOT -- 6769  
Phone: (202) 963-5154

The Department of Transportation's Urban Mass Transportation Administration today announced a \$109,375 supplemental capital grant to the Springfield (Illinois) Mass Transit District.

The grant will help the District pay for 20 new air-conditioned transit buses. Last June UMTA made an initial grant of \$328,125 to the District for the bus purchase. The initial grant represented one-half of the cost of the buses.

A recently-adopted transportation and transit plan and a related transit development program for the Springfield area qualified the District for the maximum two-thirds Federal assistance. The supplemental grant raises the Federal aid to that level.

About 130,000 people live in the area served by the Transit District. The system carries approximately two million revenue passengers and operates about 900,000 revenue service miles annually.

Project No. ILL-UTG-6

For further information contact: Mr. Joseph Arnn  
General Manager  
Springfield Mass Transit District  
Post Office Box 1526  
Springfield, Illinois 62705

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
April 23, 1969

DOT -- 6869  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the allocation of \$1,471,250 in emergency relief funds to repair and reconstruct California highway facilities damaged by floods earlier this year.

This is the second allocation by DOT's Federal Highway Administration of relief funds to fix damages caused by the California floods. On April 9, the Highway Administration allotted \$1,115,250 to repair and reconstruct roads in four National Parks in the state.

Total restoration cost is being borne by the Federal government.

The largest single item is \$628,250 for work on U.S. 101 in Humboldt County. Work includes preliminary engineering, right-of-way, slide removal and road repairs.

Expenditures by counties: Humboldt -- \$891,900; Ventura -- \$360,000; Del Norte -- \$121,000; Inyo -- \$73,350; and Mendocino -- \$25,000.

The work is being done by the California Department of Public Works, Division of Highways.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*FAA Library*

APR 24 1969

Acquisitions  
Section Hq 010A

FOR RELEASE 3:00 P.M.  
Wednesday, April 23, 1969

DOT -- 6969  
Phone: (202) 963-5154

The Department of Transportation today announced a \$1,398,300 contract with Whittaker Corporation, of Los Angeles, California, for the purchase of 116 weather map devices for use in air traffic control centers.

The "weather and fixed map" units process data gathered by weather search radar for display on a video screen. The device keeps air traffic controllers advised of weather patterns in their area of responsibility.

The contract was awarded by DOT's Federal Aviation Administration.

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FOR FRIDAY RELEASE  
April 25, 1969

DOT--7069  
Phone: (202) 963-5105

SUMMARY OF PROGRAM ACTIONS  
ANNOUNCED FOR WEEK ENDING  
FRIDAY, APRIL 25, 1969

U. S. COAST GUARD

Mich DOT-CG-92580-A      Ann Arbor, Michigan, \$52,644 granted to assist in a basic measurements program for oil-slick characteristics in the ultraviolet to infrared spectrum. (The Regents of the University of Michigan, Office of Research Administration, North Campus, Ann Arbor, Michigan)

Md DOT-CG-92463-A      Bethesda, Maryland, \$97,532 to assist in a study analysis of potential benefits to transportation on improved environmental prediction. (Resources Management Corporation, Bethesda, Maryland)

N.Y. DOT-CG-03-4457      Stratford, Connecticut, \$111,480 granted to assist in dredging of entrance channel and boat basin for new Coast Guard Station at New Haven, Conn. (Webb and Knapp Marine Corporation, 1500 Elm Street, Stratford, Connecticut)

FEDERAL AVIATION ADMINISTRATION

Los Angeles, California, \$1,398,300 granted for the purchase of 116 weather map devices for use in air traffic control centers. (Whittaker Corporation, 4561 Colorado Boulevard, Los Angeles, California 90039)

FEDERAL HIGHWAY ADMINISTRATION

Del Mar, New York, \$70,000 granted to assist in developing, testing and validating a computer model of land development and transportation

(more)

accessibility; to include multi-modal and inter-modal transfer in the transportation networks. (Creighton, Hamburg, Inc., 750 Delaware Avenue, Del Mar, New York 12054)

D.C. TR 69-1-001

Washington, D. C., \$157,683 (Federal share \$75,000) - a continuation of project number TR 68-1-001 - traffic records project. (District of Columbia)

Southern California, \$1,471,250 in emergency relief funds to repair and reconstruct highway facilities damaged by floods earlier this year. An initial grant of \$1,115,250 on April 9 was made to repair and reconstruct roads in four National Parks in the state.

Pennsylvania (state-wide), \$758,235 (Federal share \$379,117.50) - continuation of project number IS-68-1-002 made in 1968. Granted to continue on-site interdisciplinary investigations of automobile crashes as well as field review of state routes to identify crash-causing characteristics.

Kan TR 69-1-001

Kansas (state-wide), \$630,730 (Federal share \$283,900) covers the first 15 months of the state's 4-year plan for implementation of its central traffic and highway records system.

Ill TR 69-3-002

Illinois (state-wide), \$141,600 (Federal share \$70,800) granted to assist in a model traffic records system for State Police.

Oklahoma (state-wide), \$163,000 proposes the establishment at Oklahoma State University of a center for training Oklahoma college professors in driver education. The professors will then return to respective colleges and train pre-service and in-service secondary driver education teachers.

#### URBAN MASS TRANSPORTATION ADMINISTRATION

Mich-T9-1

Detroit, Michigan, \$60,000 (Federal share \$40,000) granted to determine the best way to get Detroit inner-city residents to jobs located in the suburbs and to study ways to improve rail commuter service. This grant supplements an earlier \$80,000 grant to develop a unified and coordinated public transportation system in the Detroit metropolitan area. (Executive Secretary, Southeastern Michigan Transportation Authority, 211 West Fort Street, Detroit, Michigan 48226)

(more)



Chicago, Illinois, \$29,720 (UMTA portion \$14,860) is a jointly-funded study of the effect of reduced transit fares on the mobility of older people and on the finance of transit companies involved. Urban Mass Transportation Administration and the Department of Health, Education, and Welfare's Administration on Aging under the Older American's Act. (Senior Citizens Division, Chicago Department of Human Resources, Chicago, Illinois)

Ill-UTG-6

Springfield, Illinois, \$109,375 (supplemental capital grant - initial grant of \$328,125 made in June 1968) granted to help the Springfield Mass Transit District pay for 20 new air-conditioned transit buses. (General Manager, Springfield Mass Transit District, Post Office Box 1526, Springfield, Illinois 62705)

FEDERAL RAILROAD ADMINISTRATION

Md FRA-735-297

Bethesda, Maryland, \$309,897 (supplemental grant - initial grant of \$100,000) granted for continuing the Cost-Analysis Support to the Office of High Speed Ground Transportation. (Resource Management Corporation, Bethesda, Maryland)

N.J. FRA-7-35177

Princeton, New Jersey, \$66,001 (supplemental grant - initial grant of \$15,000) to provide for the survey of railroad passengers. (Opinion Research Corporation, Princeton, New Jersey)

Md FRA-0038

Baltimore, Maryland, (\$51,764 (supplemental grant - initial grant of \$15,000) granted to test and make evaluation of freight car vibrations caused by track inputs. (C&O Railroad, Baltimore, Maryland)

N.Y. FRA-9-0039

New York, New York, \$61,338 (supplemental grant - initial grant of \$20,000 on March 17, 1969) to assist in the general cost analysis of capital for regional transportation systems. Study design for advanced systems. (Lionel D. Edie & Company, New York, New York)

FOR RELEASE MONDAY  
April 28, 1969

DOT -- 7169  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today named the 21 additional cities which will participate in the Department of Transportation's Center City Transportation Project.

They are: Boston, Chicago, Cleveland, Detroit, Houston, Kansas City, Missouri; Miami, Los Angeles, Milwaukee, Minneapolis, Nashville, New Orleans, New York, Norfolk, Philadelphia, Phoenix, Portland, Oregon; Providence, Rochester, San Francisco, and Tampa.

The Center City Project, announced March 10, will design and implement improved center city transportation systems specifically for five cities -- Atlanta, Dallas, Denver, Pittsburgh, and Seattle.

"With the wide range of cities involved, " Volpe said, "this project provides a unique opportunity to discover common concerns and to direct transportation systems research and development toward solving common problems."

The Center City project will be carried out by a group of consultants headed by Arthur D. Little, Inc., of Cambridge, Massachusetts. The supplemental 21-city project will be directed by Urban America, Inc., of Washington, D.C. Both projects are being done with grants from DOT's Urban Mass Transportation Administration.

The 21 cities will be periodically informed of interim results of the Center City project. Their reactions, based on their particular needs, will be incorporated into the main study to develop final concepts.

Working closely with each city, Urban America will define the transportation needs of their urban centers and develop implementation strategies.



Urban America will organize a series of conferences beginning in September as a means for the participating cities to exchange information. Agenda will be shaped by the cities' concerns during the course of the series. This flexibility insures that problems can be confronted and opportunities taken advantage of as they develop.

Additionally, there will be seminars, workshops and symposia for the cities. To provide a framework for these discussions, Urban America will develop a common vocabulary for center city transportation planning. This will be Urban America's primary concern during the project's first months.

Conference findings will be published for wide distribution to city officials and others interested and involved in the problems of urban society.

For further information: James Kise, Director  
Urban Design Center  
Urban America, Inc.  
1717 Massachusetts Avenue, N.W.  
Washington, D.C. 20036

Project No. DC-MTD-6

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

MAY 1 1969

FOR RELEASE 3:00 P.M.  
Wednesday, April 30

Acquisitions  
Section Hq 610A

DOT -- 7269  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$140,000 grant to Syracuse, New York, the first element in a program to develop improved command and control communications in urban transportation.

The Syracuse project, Volpe said, is one of four or five elements in a program sponsored by DOT's Urban Mass Transportation Administration.

Volpe said Syracuse (population 600,000) was selected because it is representative of municipalities in the 500,000 to 1,000,000 population, showing an ability to muster broad interdepartmental cooperation and showing promise of being able to lead other cities of comparable size and configuration in identifying and solving vehicle-location and control communications problems.

Specifically, the Syracuse project will consider applying to the city's transportation system advanced technological means of communicating with and controlling vehicles, such as buses and police cars, which affect the efficiency, safety and reliability of public transportation.

These may include methods of monitoring the positions of vehicles at all times with considerable accuracy, adjusting their positions and, in emergencies, reassigning vehicles rapidly to reflect immediate transportation needs.

The project will be managed by the Syracuse Department of Transportation.

Total cost of the project is \$158,109. The local contribution will be provided by the City of Syracuse and the Syracuse Transit Company.

For further information: Commissioner Joseph Rice  
Department of Transportation  
117 Butternut Street  
Syracuse, New York 48105

Project No. NY-MTD-17

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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FOR RELEASE WEDNESDAY  
April 30, 1969

HIGHWAY SAFETY REPORTS  
SENT TO CONGRESS

Two annual reports from the Department of Transportation, dealing with the broad subject of highway safety, have been submitted to the Congress.

The reports, each in two volumes, were prepared by the National Highway Safety Bureau of the DOT's Federal Highway Administration, as required by the National Traffic and Motor Vehicle Safety Act and the Highway Safety Act of 1966.

Secretary of Transportation John A. Volpe said the reports show the chances of surviving a highway crash are improving. He cited as indications of the progress being made:

\* Recent crash research shows no fatal or dangerous injuries resulting from drivers striking the new energy-absorbing steering columns now required by Federal Motor Vehicle Safety Standards -- even at impact speeds up to 50 m. p. h. Older types of steering columns have been responsible for spearing almost half the drivers injured in crashes.

\* The death rate in motorcycle crashes has declined on the average of 6.1% since the Secretary issued a Federal standard in 1967 urging the States to enact laws requiring motorcyclists to wear protective helmets. Before the standard was issued, motorcycle deaths had risen annually 24.5% over a five year period.

-more-

\* In one State alone, which has installed roadway signs that break away on impact, only one death has been reported in crashes involving such signs, as contrasted to 80 deaths in a comparable period of time before the installation of the new signs.

\* Insurance companies are reporting a downtrend in the number of bodily injuries per 1,000 property damage claims resulting from crashes.

Under the Department's comprehensive attack on the highway safety problem, substantial gains are also evident in other State and local community safety programs and in other aspects of the new motor vehicle safety program, said the Secretary.

In spite of this progress, however, overall traffic fatalities hit an all-time high of 55,000 deaths in 1968, although the death rate per hundred million vehicle miles of travel has remained fairly constant for the last few years. Some of the counter trends contributing to the increasing death totals include:

- \* Steady increases in the number of vehicle registrations.
- \* Steady increases in the number of miles travelled each year.
- \* Steady increases in the number of registered drivers.
- \* The continuing role of alcohol, which is involved in half of all fatal crashes.
- \* A disproportionate increase in high speed fatalities.

The reports also point out that it is too early for the full effectiveness of new Federal and State safety programs to show up in nationwide statistics. For example, relatively few cars have been manufactured since the first Federal vehicle standards were issued and went in effect on vehicles manufactured since January 1, 1968. Even by 1975, almost 60 percent of the pre-1968 car population will still be on the roads.

In addition, a large number of States have only recently enacted laws to carry out the Federal standards issued under the Highway Safety Act of 1966 to deal with such problems as alcohol.



For these reasons, the reports conclude that higher goals of safety achievement must be set if significant highway death and injury reductions are to be realized. The progress discussed in the reports demonstrates, however, that such reductions are possible.

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4/29/69