



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
July 1, 1969

DOT -- 14169
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today released the following message of caution to motorists on this Fourth of July holiday:

During the thirty seconds that it takes to read this message, six Americans will be injured on our highways. Within ten minutes, someone will be killed.

When driving this Fourth of July holiday weekend, drive cautiously. Your life depends on it. We kill over 150 people a day on America's highways.

So drive safely. A holiday is a time for happiness and rest ... not sorrow and death.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
July 2, 1969

DOT -- 14569
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe has recently transmitted a report entitled Transportation Information to the Committee on Appropriations, House of Representatives.

Volpe said, "Many present transportation problems are in part due to lack of information from previous years.

The program described in the report provides for the use of existing transportation information programs to the greatest possible extent and for the filling of information gaps. It covers information on the flows of persons and goods, on the activities that generate the flows, and the channels that carry the flows.

The report encompasses all modes of transportation -- highway, rail, air, water and pipeline; and all geographic levels -- urban, interurban, and international.

Volpe stated, "The success of this program will greatly depend on the participation and cooperation of industry and government organizations at National, State, and local levels. We are attempting to show the way with leadership and an anticipated 35.6 million dollar budget for the next five years."

Copies of the report are available from the Office of Transportation Information Planning, Department of Transportation, Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS
FAA Library

OFFICE OF THE SECRETARY

JUL 7 1969

WASHINGTON, D.C. 20590

Ac. - 1005
Section Bq 61DA

FOR RELEASE 3:00 P.M.
Thursday, July 3, 1969

DOT -- 15869
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$122,933 contract to develop a computer program designed to evaluate urban transportation systems in varying circumstances.

"The quality of urban transportation systems is directly related to the quality of urban life," Secretary Volpe said. "The better the transportation system, the more opportunities urban residents have for employment, education, shopping, culture and entertainment.

"Working against any transportation system," Volpe continued, "are time, distance and cost, both in money and aesthetics. Given the proper tool, urban planners could test the effects of various transportation systems and select those most suitable to their goals."

The Department of Transportation contract went to Planning Research Corporation, of Los Angeles, California. The firm has developed an "Urban Performance Model" (UPM) which it says can be adapted for use by urban transportation planners and decision makers.

UPM measures an urban environment's performance as a social, economic and technological system providing more and better choices to urban residents.

The contract is for a 12-month period. If the program is feasible, a demonstration will be conducted later.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FAA - Tabernash

JUL 7 1969

Administrations
Section Bq 010A

FOR RELEASE 3:00 P.M.
Thursday, July 3, 1969

DOT -- 15769
Phone: (202) 963-5154

Noise abatement in the transportation industry is the objective of a \$125,466 contract awarded to the College of Engineering of the University of California at Berkeley which was announced today by Secretary of Transportation John A. Volpe.

"A major mission of the Department of Transportation is to promote the effectiveness of our modes of travel, but we must insure against false progress at the expense of jeopardizing our environment," Secretary Volpe said.

The project of two-years duration is intended to make contributions to existing knowledge of the impact of transportation noise on the physical, social and economic environments.

The project will analyze methods of reducing transportation noise including their effectiveness, impact upon performance, cost, feasibility and desirability.

Robert L. Paullin, Chief of the Regulatory Policy and Standards Division of the Office of Noise Abatement will be technical monitor of the project for the Department of Transportation.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

JUL 3 1969

Acquisitions
Section Bq 810A

FOR IMMEDIATE RELEASE

July 3, 1969

DOT -- 15969

Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the signing of a highway safety research agreement between the U.S. Department of Transportation and the French Ministries of Equipment and Transportation.

"Many of today's transportation problems," Secretary Volpe said, "are common to all highly industrialized nations -- urban traffic congestion, high-speed roads, accidents, and hazardous weather conditions for example.

"While the technological capabilities of the United States are both well-known and well merited," Volpe stated. "This country doesn't have a monopoly on ability. Through international cooperation, we believe we will solve transportation problems more readily, while, at the same time, reduce wasteful duplication in time and resources."

"Today's agreement," Volpe continued, "is part of a broad program of cooperative transportation research and development between the Department of Transportation and counterpart French Ministries. It is our hope," he said, "that similar agreements might be possible with other nations facing these problems."

The new agreement provides for exchanging data, studies in traffic engineering and urban network control and construction of simulation models. Program responsibility has been assigned to the Department's Federal Highway Administration.

The Federal Highway Administration will continue its research and development activities on occupant restraint systems such as seat belts and the new inflatable "air bags" for passenger compartments. Both the U.S. and French agencies will study electronic advisory aids for drivers, in-vehicular driver communications, objective measures of the driver's mental load and safety in crash and post-crash areas.

Both agencies will also consider reciprocal exchange of scientists, researchers, engineers and others, to observe and participate in appropriate research projects of mutual interest. The agreement also calls for a common in-depth analysis of several accidents in both countries by a combined medical engineering team.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

July 9, 1969

DOT -- 16569

Phone: (202) 963-5154

Secretary of Transportation John A. Volpe said today that the Department of Transportation refused to grant Federal highway funds for the proposed New Orleans Riverfront Expressway because the highway would have seriously impaired the historic quality of New Orleans' famed French Quarter.

Volpe said a depressed route alternative is not acceptable either because of its disruptive effects, excessive costs and construction hazards which might cause damage to the levee protecting the entire city. The Department has suggested to the State that it would be willing to approve the proposed West Bank Freeway in lieu of the Riverfront Expressway.

"A careful review of the highway proposal and the positions of various interests," Volpe said, "convinced me that the public benefits from the proposed highway would not be enough to warrant damaging the treasured French Quarter."

Ralph R. Bartelsmeyer, Director of the Department's Bureau of Public Roads, notified the Louisiana Highway Department on July 7 that the requested funding for the 3.4-mile section of highway could not be approved. Louisiana proposed to include the section as part of Interstate 310.

Volpe said "The Riverfront Expressway would have separated the French Quarter from its Mississippi River levee and waterfront. Although the route had been approved by local highway and planning agencies, it has long been the subject of controversy at city, state and national levels."

The President's Advisory Council on Historic Preservation, which includes Secretary Volpe and six other cabinet officers among its members, recommended either a new route for I-310 or, alternatively, depressing that section of the highway which would traverse the French Quarter.



DEPARTMENT OF TRANSPORTATION

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JUL 10 1969

Announcements
Section Hq 610A

FOR RELEASE WEDNESDAY
July 9, 1969

DOT -- 16369
Phone: (202) 963-5154

The Department of Transportation and the Department of Housing and Urban Development today announced a grant of \$444,923 to Kansas City, Mo., the first to be awarded for a multi-service transportation (MUST) study to seek proposed cures for a city's transportation and related social ills.

Secretary of Transportation John A. Volpe and Secretary of Housing and Urban Development George Romney said the project is to determine the mobility needs of the disadvantaged of the city and how social and welfare programs can be made more effective with adequate transportation.

They said the study will be on the broadest scale so far attempted. It will enable the city to:

- Identify transportation needs of the inner-city's unemployed, elderly, handicapped, poor and young.

- Design a multi-service transportation (MUST) demonstration to provide equality of access to employment, medical, educational, recreational, shopping and other activities for the disadvantaged.

- Observe, record and assess the broad community impact of the increased mobility.

- Market test an initial transportation-employment service and the MUST plan designed to meet the needs identified.

MUST is a new concept in mass transportation recently developed by HUD and Kansas City becomes the first city to test the concept.

Total cost of the 27-month project is \$494,359, of which \$49,436 is being contributed by Kansas City.

The underlying problem the study seeks to solve is one common to many large cities -- the inability of unemployed and other disadvantaged persons to travel to employment and community services via adequate and reasonably priced public transportation.

It is estimated that some 20% of potential bus riders in the central core area find public carriers either inaccessible or too expensive.

To meet the urgent and immediate need for providing transportation to job referrals, the project planners are to schedule an initial flexible carrier system for those residents of the demonstration area not adequately served by transportation. The additional transportation will supplement but not replace the existing transportation system.

The added transportation will be provided after completion of a study to determine pressing transportation needs.

The plan will be worked out in close cooperation with an array of local groups including the National Alliance of Businessmen (NAB), Concentrated Employment Program (CEP), state employment services, Model Cities, welfare programs, transit companies, community citizen groups, Commission on Aging and other agencies.

Service will be based on immediately available placements supplied to CEP participants by the NAB job pledge campaign. Additions and route changes will be handled by the project staff on a daily basis to keep pace with job placements.

A follow-up phase of the project will test the operation of the plan. Marketing techniques and public information programs will be aimed at developing ridership. Data will be collected for a cost-effectiveness evaluation of the MUST program.

MUST will also use the initial findings on the transportation-employment service as a basis for planning additional transportation for as many of the disadvantaged as possible. The operation will be tested for about 18 months.

The demonstration is expected to yield a series of beneficial results for improving transportation and over-all living conditions of center city residents. One result will be a measurement of the community benefits or the effects of the demonstration transportation system and its cost.

For further information contact:

Robert Brown
Assistant City Manager
29th Floor, City Hall
Kansas City, Missouri 64106

Project Number: MO D6-26-29



DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

F.A.A. Tolson

JUL 10 1969

Encls.
Section Hq 6104

FOR RELEASE WEDNESDAY
July 9, 1969

DOT -- 16469
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$92,385 contract to gather and evaluate information on the corrosion of cast iron and steel pipeline systems.

"Corrosion is a significant cause of pipeline system failures," Volpe said, "and there is a strong indication that corrosion is responsible for most of the leaks and failures in older systems."

Volpe said the contract was let "to obtain as much background information as possible on the various types of corrosion, corrosion processes and detection and control methods. The study will include all underground and underwater piping made of cast iron or steel and any surface components which come in contact with ground or water."

The nine-month contract was awarded to Mechanics Research Incorporated, of Los Angeles, California. The work is being done for the Department of Transportation's Offices of Pipeline Safety and Hazardous Materials.

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FOR RELEASE THURSDAY
July 10, 1969

DOT -- 16669
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$168,000 grant to the City of Houston, Texas for a feasibility study of an elevated circulatory transit system in southwest Houston.

"A rapidly growing population, large land area, extensive construction and the lack of a rapid transit system," Volpe said, "have made Houston almost totally dependent on the automobile for mobility. This low-speed circulatory system, and others like it, could serve as feeders for a high-speed transit system linking various part of the city."

The system is proposed for the Post Oak-Westheimer urban complex which has now, or under construction, more than 3.6 million square feet of office and commercial space, 6,125 residential units and a 410-room hotel.

The transit system would include approximately 4,000 feet of aerial double track and 500 feet of single track, automatic train controls and stations completely enclosed in existing or planned buildings.

Vehicles would be lightweight, carry 15 to 20 passengers and operate singly or in trains on headways of 40 to 50 seconds. System capacity would be in the range of 1,500 to 5,000 passengers per hour in a single direction.

The City said in its application: 98 percent of the people using the complex are inadequate within the complex are inadequate or non-existent so that walking is difficult and often dangerous.

- more -

get there by automobile.

Rather than walk, ~~motorists~~ ^{Sidewalks} now drive from point to point within the complex and this movement adds to the already heavy traffic flow on feeder roads.

Lessening the dependence upon the automobile, would reduce parking requirements, afford more efficient land use and preclude extensive future street improvements.

The Department of Transportation grant was made by the Urban Mass Transportation Administration. It provides two-thirds of the \$252,000 cost for the engineering and economic feasibility studies. Total cost for building and equipping the project is estimated at about \$5.5 million.

Project No. TEX-MTD-4

For further information: Thomas B. Tyson
Director, Public Service Department
City of Houston
Houston, Texas 77002

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 11, 1969

DOT -- 17169
Phone: (202) 962-3821

Secretary of Transportation John A. Volpe today approved the expansion of Portland International Airport, partially on fill in the Columbia River, "as the very best solution to the long-range air transportation needs of the Portland, Oregon-Vancouver, Washington area."

Volpe said he was aware of the "deep concern over increased noise exposure" over the north shore of the river. "Despite that drawback," he continued, "I am convinced that every feasible action has been taken to insure that the airport will have a minimal impact on the area's overall environment."

Beyond the single noise drawback, which would be a slight increase of 3 or 4 perceived noise decibels, Volpe said "the project would actually improve the area's collective environment by reducing noise levels over more-densely populated areas, assuring a more stable river channel and by substantially increasing recreational facilities."

Volpe said that "the public benefits gained by expanding the existing facility far outweigh the advantages of relocating to the St. Paul site," 32 miles from downtown Portland.

The Secretary's decision followed a detailed evaluation of staff studies prepared by the Department of the Interior, the Federal Aviation Administration and the U. S. Army Corps of Engineers on the expansion and modernization plans for the airport.

Volpe said: "I found that a detailed study had been made of the resulting changes to the River's hydrology. The study was accomplished by a competent concern whose findings indicate that the contemplated relocation is not only sound and practical but also should result in a more stable channel, increased scour protection, better flood passing ability, and improved sediment transport capacity.

"Moreover, that study has been independently reviewed on behalf of the City of Vancouver with the report's findings being totally verified. In addition, I am advised that the Corps of Engineers has completed its study of the matter and has arrived at the same general conclusions. My review also determined that there is general agreement that the project will improve existing recreation facilities by substantially increasing beach, park and picnic areas, boat anchorages, public boat ramp facilities, and moorage slips."

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F.A.A. Library

JUL 14 1969

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Sect 32a Bq 6104

FOR RELEASE FRIDAY
July 11, 1969

DOT -- 16869
Phone: (202) 963-5154

Better designed and better working signs, lights, signals, and other street hardware at lower cost can be obtained if several cities pool their purchasing power, Secretary of Transportation John A. Volpe was told today.

The view was expressed in a five-city study entitled, "Improved Urban Transportation Information Systems" conducted by Urban America, Inc., and released by Secretary Volpe. Building Systems Development, Inc. of San Francisco and Washington, D. C. was the technical subcontractor.

The study was funded under a \$60,000 contract with the Department plus a \$10,000 contribution by the five-city consortium.

The study insisted that confusing street lights, confusing traffic signs and general clutter along city streets that confound motorists and pedestrians alike can be eliminated.

This can be accomplished if an adequate market is created to stimulate industry to develop and produce compatible systems of improved hardware.

As a first step toward this objective, the officials of the five participating cities -- Baltimore, Cincinnati, Dallas, Philadelphia, and Washington, D. C. -- urged the Department of Transportation to underwrite the development of standards on which industry could bid for the production of improved street hardware.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
July 11, 1969

DOT -- 16769
Phone: (202) 963-5154

The Department of Transportation expects to complete by the end of July a detailed study of the relationship between bigger trucks and buses and highway safety, Secretary of Transportation John A. Volpe said today.

The Congress is presently considering legislation which would permit states to increase the limits on the length, width, axle load and gross load of trucks and buses operating on the Interstate Highway System.

"In line with President Nixon's desires," Volpe said, "we are carefully reviewing the safety implications of these measures. When this review is completed, we will be able to provide helpful recommendations to the Congress."

Volpe said "A principal aim of the review is to further implement the Department's continuing research and development activities which will enable it to design its safety regulations and policies in anticipation of motor vehicle developments and, where possible, help develop safer vehicles."

The study will consider, among other things, the relative involvement of trucks and buses in highway accidents as compared to other motor vehicles and the factors influencing this relationship; factors in the configuration of trucks and buses which affect safety performance; possible difficulties in maintaining heavier vehicles in safe condition; and the effect the larger vehicles might have on traffic movement and automobile safety.

In carrying out this review the Department is taking into account the greater amount of knowledge bearing on the subject derived from past researches by industry and Federal, state and local agencies.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE

July 13, 1969.

JUL 16 1969

Acquisitions
Section Hq 810A

DOT -- 17069
Phone: (202) 963-5154

The Department of Transportation today proposed new regulations which would require the reporting of gas pipeline system failures and annual reports on pipeline operating experience.

Secretary of Transportation John A. Volpe said the proposed requirements would enable the Department to gather detailed information about the causes of pipeline failures and help it formulate regulations aimed at preventing recurrences.

In the case of serious failures, gas companies would be required to report by telephone as soon as possible. Volpe said this "would enable personnel from the Office of Pipeline Safety and the National Transportation Safety Board to get to the accident scene promptly to gather first-hand information and to help where they can."

A "serious failure" would be one which: causes a death or an injury requiring hospitalization; results in a segment of transmission line being taken out of service; results in gas escaping from the pipeline and igniting; causes property damage of at least \$5,000; or is considered significant in the company's judgment.

Each gas company would be required to report in writing within 20 days any gas leak that could create a hazard to persons or property. In addition, transmission companies would be required to report the failure of any part of its system being tested.

Annual reports would be filed by February 15 for the preceding calendar year. The annual reports would form a statistical base for the gas pipeline safety program.

The Office of Pipeline Safety is discussing with the Federal Power Commission the possibility of including in the proposed reporting forms requests for information the FPC now requires and will continue to need. This would enable the respondents to use a single report form for informing the Federal government concerning system failures.

Comments on the proposed forms may be made to the Office of Pipeline Safety through September 8. The comments will be considered before final action is taken.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
July 16, 1969

DOT -- 17269
Phone: (202) 963-5154

The Department of Transportation has decided against making the change in the time zone boundary in the State of Nevada that was requested by a resolution of the Nevada legislature.

At the present time, the entire State of Nevada is in the Pacific time zone. The legislature petitioned the Department to have White Pine and Lincoln Counties placed in the Mountain time zone.

A notice of proposed rule making was issued by the Department in May 1969, asking for comments. Of the 1,148 comments received from White Pine County, 192 favored the proposal and 956 were opposed. Nine comments were received from Lincoln County, all favoring the change.

The fact that the large majority of responses from White Pine County clearly opposed the change, combined with the fact that the response from Lincoln County was minimal, has led the Department to the conclusion that no substantial basis has been established to justify a change in the present time zone boundary line.

The Department is issuing a decision to this effect and the entire State of Nevada will continue to observe Pacific time.

This action has no connection with the observance of advanced (daylight) time. The Uniform Time Act of 1966 requires observance of advanced time in all areas during the period from the last Sunday in April to the last Sunday in October, but permits any State to exempt itself by law. Nevada has not so exempted itself. The Department of Transportation has no administrative authority with respect to this matter.

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DEPARTMENT OF TRANSPORTATION

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JUL 17 1969

WASHINGTON, D.C. 20590

Acquisitions
Section Hq 610A

HOLD FOR RELEASE
THURSDAY, JULY 17, 1969

DOT -- 16969
Phone: (202) 963-5154

James A. Washington, former Dean of Howard University, was installed as General Counsel of the Department of Transportation today by Secretary of Transportation John A. Volpe.

In repeating the vows of the office, Washington became the first Negro to serve as General Counsel of a Federal agency with cabinet status.

As chief legal officer for the agency that has about 100,000 employees, he directs a staff of 20 lawyers on his immediate staff and supervises 260 lawyers on the legal staffs of the six operating administrations in the Department.

In this capacity, he will be the chief legal officer of the Department of Transportation, the legal advisor of the Secretary of Transportation and the Office of the Secretary, and the final authority within the Department of Transportation on questions of law.

By law, he will also exercise the responsibilities of a Judge Advocate under the Uniform Code of Military Justice with respect to the United States Coast Guard.

Secretary Volpe said, "I am pleased to have Dean Washington officially as a member of our team. He is exceptionally well-qualified both by experience and academic training to assume the post of General Counsel."

Washington served as Dean of the Howard University School of Law until July 2, 1969, when he was confirmed by the Senate.

He has been Professor of Law at Howard University since 1946, except for a period of service from 1961 to 1964 as Chairman of Public Service Commission of the District of Columbia.

Washington, 54, was born in Asheville, North Carolina. He graduated from Dunbar High School in Washington, D. C. He received his A.B. Degree from Howard University in 1936, and in 1939, graduated from Howard University School of Law, Magna Cum Laude. He received his Masters in Law from Howard University in 1941.

Washington served as an attorney for the Justice Department from 1942 to 1946. From 1946 to 1961, he was Professor of Law at Howard University School of Law, and was Vice-Dean from 1958 to 1961. In 1961, he was appointed Chairman of the Public Service Commission of the District of Columbia, and served as a Board Member of the National Capital Housing Authority of the District of Columbia. Since 1966, he has been the Langston Professor of Law at Howard University School of Law, and Dean since March 3, 1969.

In addition to his professional experience, Washington has been Chairman of the Police Community Relations Institute of the National Conference of Christians and Jews; Chairman of the Health and Welfare Council Model Cities Committee; Staff Advisor, Appeals and Review Board, Civil Service Commission; Chairman, Reconstruction and Development Corporation; Member, Court of Appeals Committee on Legal Aid; a member of the NAACP Legal Staff; a President of the Bunker Hill PTA; and a Committee Member of the Committee for Implementation of the President's Report on D. C. Crime. He is a member of the National and Washington Bar Associations, and a member of various fraternal and charitable organizations.

Washington is married to the former Ada V. Collins. They have eight children and five grandchildren.

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DEPARTMENT OF TRANSPORTATION

NEWS

HQ-610

JUL 23 1969

Acquisitions
Section Hq 8104

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

July 17, 1969

DOT -- 17569

Phone: (202) 963-5154

Eileen Kraus, of Erie, Pennsylvania, is among the 75 "Executive Interns" selected to work in cabinet-level Washington offices for the summer months.

Miss Kraus, a political science major at Mercyhurst College in Erie, has been assigned to the Department of Transportation's Federal Aviation Administration.

Younger members of the White House staff initiated the program to give outstanding college and graduate students first-hand knowledge of the functions of government. The students were chosen on a competitive basis by the U.S. Civil Service Commission from a list of 16,000 college applicants. In addition to test scores, they were evaluated on the basis of academic record, fields of interest and leadership potential.

Each Intern is placed in a carefully selected position involving substantive projects. During the summer, they will meet and hear from Cabinet members, attend special seminars on government operations, and work closely with top government officials in their day-to-day jobs.

(more)

Miss Kraus has been assigned to the Manpower and Planning Division of the FAA. As a result of extensive research, she will prepare a master blueprint for evaluating the agency's experimental Aviation Technology Education projects. Her blueprint will show the research accomplished, costs of alternatives, and optional courses of action.

An honor student at Mercyhurst College, Miss Kraus is interested in curriculum development in adult education programs. She is a staff member of the campus newspaper and a member of the student government.

Miss Kraus is the daughter of Mr. and Mrs. Vincent E. Kraus of 440 East Ninth Street, Erie, Pennsylvania.

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DEPARTMENT OF TRANSPORTATION

NEWS

FAA Training

OFFICE OF THE SECRETARY

JUL 23 1969 WASHINGTON, D.C. 20590

Section Hq 610A

FOR IMMEDIATE RELEASE
July 17, 1969

DOT--17469
Phone: (202) 963-5154

Nancy Adler, 20, of Northridge, California, is among the 75 "Executive Interns" selected to work in cabinet-level Washington offices for the summer months.

Miss Adler, an economics and mathematics major at the University of California at Los Angeles, has been assigned to the Department of Transportation's Federal Highway Administration.

Younger members of the White House staff initiated the program to give outstanding college and graduate students first-hand knowledge of the functions of government. The students were chosen on a competitive basis by the U.S. Civil Service Commission from a list of 16,000 college applicants. In addition to test scores, they were evaluated on the basis of academic record, fields of interest and leadership potential.

Each Intern is placed in a carefully selected position involving substantive projects. During the summer, they will meet and hear from Cabinet members, attend special seminars on government operations,

(more)

and work closely with top government officials in their day-to-day jobs.

Miss Adler has been assigned to the National Highway Planning Division of the FHWA. She is working directly with government economists on studies of the indirect effects of highway development on community life. Her research deals with the socio-economic effects of highways on neighborhoods as well as the adverse effects of air pollution on the citizen community.

An honor student at UCLA, Miss Adler is a member of three academic honorary organizations, several special interest associations, a student government officer and a director of the UCLA camp for underprivileged children.

Miss Adler is the daughter of Mr. and Mrs. Robert J. Adler of 8534 Corbin Avenue, Northridge, California.

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FOR IMMEDIATE RELEASE

July 17, 1969

DOT -- 17369
Phone: (202) 962-8647

Two railroad attorneys -- one from railroad management and one from railroad labor -- were appointed by Secretary of Transportation John A. Volpe today as top officials of the Department's Federal Railroad Administration.

Carl V. Lyon, former General Attorney for the Association of American Railroads, is now FRA's Deputy Administrator, while Harold C. Heiss, former General Counsel of the Brotherhood of Locomotive Firemen and Enginemen, is now Special Assistant to the Administrator.

Since joining the AAR in 1951, Lyon served as an attorney and as an administrator in various association activities. He has represented the rail industry before various Federal regulatory agencies, including the Interstate Commerce Commission and the Federal Aviation Administration, and has testified before the House and Senate committees on proposed legislation.

Heiss, who has also been a counsel for the Railway Labor Executives' Association in Washington, has appeared before a number of Presidential Emergency Boards and arbitration boards established to resolve management-labor disputes.

He was also chief counsel for the five railroad operating unions before the Presidential Railroad Commission in 1960, 1961 and 1962. From 1949 to 1950, Heiss was Chairman of the Committee on Labor, Section on Administrative Law, of the American Bar Association, and is presently a member of the Committee on Railway Labor Law of the ABA.

Lyon holds a L.L.B. Degree from George Washington University and a Masters Degree in Economics from American University. He is a 1949 graduate of West Virginia Wesleyan, is married and has five sons.

Heiss holds a B.A. Degree (Cum Laude) and a L.L.B. from Case Western Reserve University. He is married and has two children.



DEPARTMENT OF TRANSPORTATION

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JUL 23 1969

Acc. 101013
Section 82 610A

FOR IMMEDIATE RELEASE

July 17, 1969

DOT -- 17769

Phone: (202) 963-5154

Michael Wischkaemper, 23, of Stanford, California, is among the 75 "Executive Interns" selected to work in cabinet-level Washington offices for the summer months.

Wischkaemper, a Stanford University law student, has been assigned to the Office of the General Counsel in the Department of Transportation. The General Counsel is the chief legal advisor to Secretary of Transportation John A. Volpe.

Younger members of the White House staff initiated the program to give outstanding college and graduate students first-hand knowledge of the functions of government. The students were chosen on a competitive basis by the U.S. Civil Service Commission from a list of 16,000 college applicants. In addition to test scores, they were evaluated on the basis of academic record, fields of interest and leadership potential.

Each Intern is placed in a carefully selected position involving substantive projects. During the summer, they will meet and hear from Cabinet members, attend special seminars on government operations, and work closely with top government officials in their day-to-day jobs.

(more)

Wischkaemper has been assigned to study the implementation of a section of the Department of Transportation's enabling legislation which establishes the framework of the Department and its goals. The section requires the Department to make a special effort to preserve park and recreation lands while supporting transportation projects. His research will include interviews with top officials and an analysis of alternative plans of action.

A cum laude graduate of Pomona College, California, Wischkaemper was president of a student political organization and was active in fencing and forensics.

Wischkaemper is the son of Mr. and Mrs. Richard Wischkaemper of 6018 Mustang Road, Riverdale, Maryland.

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OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE
July 17, 1969

DOT -- 17669
Phone: (202) 963-5154

Kenneth Miller, 19, of Kansas City, Missouri, is among the 75 "Executive Interns" selected to work in cabinet-level Washington offices for the summer months.

Miller, a political science major at Yale, has been assigned to the Office of the Assistant Secretary for Urban Systems and Environment in the Department of Transportation.

Younger members of the White House staff initiated the program to give outstanding college and graduate students first-hand knowledge of the functions of government. The students were chosen on a competitive basis by the U. S. Civil Service Commission from a list of 16,000 college applicants. In addition to test scores, they were evaluated on the basis of academic record, fields of interest and leadership potential.

Each Intern is placed in a carefully selected position involving substantive projects. During the summer, they will meet and hear from Cabinet members, attend special seminars on government operations, and work closely with top government officials in their day-to-day jobs.

(more)

Miller is presently assigned to the Office of Environmental Impact. He is assisting in the analysis of the government air pollution control programs, particularly automotive air pollution. Results of the research will contribute to briefs prepared for Secretary of Transportation John A. Volpe's participation in the President's Council on Environmental Quality.

Miller's major fields of interest are urban studies and journalism. He is the son of Mr. and Mrs. Dan Miller, 416 East 81st Street, Kansas City, Missouri.

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DEPARTMENT OF TRANSPORTATION

NEWS

JUL 23 1969

Acquisitions
Section Bq 810A

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, July 21, 1969

DOT--17869
963-5154

Secretary of Transportation John A. Volpe today named John J. Corson, a noted consultant, executive and educator, to head a panel to review air traffic controller personnel problems.

Corson's group, which will be composed entirely of experts from outside the Department of Transportation, will attempt to identify air traffic controller problems and make recommendations to correct those problems.

The group will report directly to Secretary Volpe.

Other members of the panel will be named soon, the Secretary said.

"Since taking office in January," Secretary Volpe said, "I have become increasingly aware of the problems which are posed to our air traffic control system by the accelerating number of aircraft operations in the United States. We have recently proposed legislation to provide funds for needed airports and facilities.

"We are adding significant numbers of air traffic controllers to our staff. Now we feel that the time has come to look specifically at the career needs of the controllers and our employment policies and procedures which govern them. That is the purpose of this review."

Dr. Corson's panel will look into the problems of air traffic controllers and those solutions proposed by various other groups interested in the air traffic control system of the Nation before reporting to Secretary Volpe.

Dr. Corson presently is serving as a consultant to the board chairman of the Urban Coalition, the president of the Carnegie Foundation and two private companies.

(more)

From 1962 until 1966 he was Professor of Public and International Affairs at Princeton University and for many years served as a consultant with McKinsey and Company.

Dr. Corson was one of the first executives of Social Security, served as director of the U. S. Employment Service during World War II and later was deputy director general of the United Nations Relief and Rehabilitation Administration.

"Dr. Corson's broad background of experience in government, industry and in the field of education fits him exceptionally well for this review," Secretary Volpe said.

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DEPARTMENT OF TRANSPORTATION

NEWS

FAA Tabernash

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
July 28, 1969

JUL 29 1969
Acquisitions
Section Sq 8108
DOT -- 15469
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced two research contracts aimed at improving underground tunneling for future transportation systems. The contracts total \$224,570, and are jointly funded by DOT's Federal Railroad and Urban Mass Transit Administrations.

Volpe said the first contract--awarded to Harza Engineering Company of Chicago--will concentrate on the development of a computer program for estimating the cost of tunneling through hard rock. He pointed out that existing methods of tunneling are so costly that extensive subsurface construction -- so closely allied with proposed transportation systems of the future, both urban and intercity--has not been feasible.

Earlier this year, the Department awarded a study contract to find better methods of soft ground tunneling. A cost-benefits analysis was also included in that study.

The second contract, awarded to Holmes and Narver, Inc., of Los Angeles, will focus on improving methods of transporting workers and equipment in and out of the tunnel site, and carrying the excavated material to the outside.

According to Volpe, storage space inside the tunnel is so limited that the capacity and scheduling of the materials handling system are most critical to the maintenance of a continuous and balanced construction sequence. He added that excavating rates of 500 feet per day will be reached in the foreseeable future, and at present there are no methods of handling loads of this size. Present-day excavation rates average approximately 50 feet per day.

The 7-month research contract to Harza Engineering Company is for \$125,000 and the one to Holmes and Narver, Inc.--to be completed in 8 months--is for \$99,570.



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JUL 29 1969

Acquisitions
Section Bq 610A

FOR RELEASE MONDAY
July 28, 1969

DOT -- 18169
Phone: (202) 963-5154

Under Secretary James M. Beggs will represent the Department of Transportation at the seventh meeting of the Joint United States-Japan Committee on Trade and Economic Affairs which will be held in Tokyo on July 29 through July 31.

"The United States' highly publicized Northeast Industrial Corridor is not an exclusive American phenomenon. It is matched or exceeded in varying degrees in highly populated nations throughout the world," Mr. Beggs said.

"As we have come to grips with this Administration's goal of developing a coordinated and effective national transportation policy, we have acquired an increasing awareness of the quality of other nations' transportation technologies -- particularly in the field of urban mass transit.

"Although specific negotiations will not be a part of the meeting of the United States-Japan Committee, it will be a valued opportunity to pursue previous discussions between the two nations to reduce wasteful duplication in the expenditure of time and resources," Mr. Beggs stated.

Secretary of Transportation John A. Volpe announced on July 3 the signing of a highway safety research agreement between the U. S. Department of Transportation and the French Ministries of Equipment and Transportation.

Negotiations are under way with Finland, West Germany and Italy for exchange agreements in other fields of transportation technology.

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AUG 15 1969

Acquisitions
Section Rq 810A

FOR IMMEDIATE RELEASE

DOT--17969

Phone: (202) 963-5154

SUMMARY OF PROGRAM ACTIONS
ANNOUNCED FOR THE PERIOD
JULY 14 THROUGH JULY 25

U. S. COAST GUARD

Md DOT-CG-90506-A

Bethesda, Maryland \$253,000 -- Purpose: To conduct a study of short-range aids-to-navigation. (Booz-Allen Applied Research, 4733 Bethesda Avenue, Bethesda, Maryland 20014)

FEDERAL AVIATION ADMINISTRATION

Texas DOT-FAA-69-NS-177

Houston, Texas \$2,535,779 -- Purpose: For the manufacture and delivery of 21 monitor consoles to be installed in the 20 air route traffic control centers in the United States. (Electronic Laboratories, Inc., Houston, Texas)

Roanoke, Virginia \$93,050 -- Purpose: For airport improvement and development. (Roanoke Municipal Airport, Roanoke, Virginia)

FEDERAL HIGHWAY ADMINISTRATION

California state-wide -- Purpose: One hundred ten separate awards in the amount of \$13,353,962, Federal share \$11,352,203, were made to the State of California during the above two-week period. The majority of these awards were for emergency relief funds to repair and reconstruct highway facilities damaged by floods earlier this year.

(more)

Boulder County, Colorado \$105,000 -- Purpose: For roadway surface and shoulder repairs on State Routes 7 and 72 between Raymond and Lyons.

Denver County, Colorado \$42,937 -- Purpose: To repair roadway and retaining walls on U.S. 85 (Santa Fe Drive) north of Mississippi Avenue.

Jefferson County, Colorado \$53,242 -- Purpose: For emergency repair of roadway and culvert on U.S. 285 in the Soda Lakes interchange area.

Jefferson County, Colorado \$62,975 -- Purpose: To repair roadway surface of State Route 72 from its junction with State Route 93 westerly.

Jefferson County, Colorado \$212,040 -- Purpose: For emergency repair of highway surface damaged by floods on U.S. 285 westerly from Turkey Creek Canyon.

Iowa FH 11-7323

Des Moines, Iowa \$127,336 -- Purpose: To conduct a demonstration project of improved driver licensing procedures demonstrating the use of automated teaching and testing simulation.

N J FH 11-7358G

Princeton, New Jersey \$50,000 -- Purpose: To study the dynamics of the car-driver relationship and to develop a motor vehicle that will incorporate and demonstrate improved stability features. (Princeton University, Princeton, New Jersey)

N C DL 69-002(001)

Raleigh, North Carolina \$400,000 -- Purpose: To establish a driving evaluation track to be used as a learning and testing track at Raleigh for the enforcement agencies, driver education teachers, and driver license examiners.

Pa PT 69-1-001

Pennsylvania state-wide \$200,000 (Federal share \$100,000) -- Purpose: To upgrade communications installations at 93 sites for the Pennsylvania State Police.

Va PA 69-002(001)

Virginia state-wide \$460,000 (Federal share \$230,000) -- Purpose: To provide for the continuation of the overall development and coordination of the state-wide highway safety program for the Commonwealth of Virginia.

W Va PT 69-1-001

West Virginia state-wide \$153,280 (Federal share \$74,450) -- Purpose: Implements an expansion of the police selective enforcement program by underwriting an eight man special tactical squad.

FEDERAL RAILROAD ADMINISTRATION

N J DOT-FR-00001

Princeton, New Jersey \$70,000 -- Purpose: For the examination and analysis of all models developed for the Northeast Corridor Project; investigation of new methods of parameter estimation; testing of models and selection of the best one; joint work with the Office of High Speed Ground Transportation and the National Bureau of Standards to insure that the models are integrated into entire forecasting and analysis work of the Northeast Corridor Project. (Mathematica, One Palmer Square, Princeton, New Jersey 08540)

URBAN MASS TRANSPORTATION ADMINISTRATION

D.C. DOT-UT-56

Washington, D. C. \$79,178 -- Purpose: To establish a management information and control program for urban mass transportation programs. (Ernst & Ernst, Washington, D. C.)

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July 28, 1969



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FAA Tabling

JUL 29 1969

Acquisitions
Section Hq 810A

FOR RELEASE TUESDAY
July 29, 1969

DOT -- 18069
Phone: (202) 963-5154

Three top officials of the Department of Transportation are in Seattle, Washington today to discuss the "balanced transportation" goal of the National administration.

Attending the 1969 Western Governors' Conference meeting July 27 - 31 at the Washington Plaza Hotel are:

John Shaffer, Administrator of the Federal Aviation Administration;

Francis C. Turner, Administrator of the Federal Highway Administration;

Carlos C. Villarreal, Administrator, Urban Mass Transportation Administration.

The three transportation officials will participate in a panel discussion Tuesday, July 29 on Transportation and Public Safety moderated by Governor Ronald Reagan of California.

Shaffer will discuss the Airport/Airways Legislation recently introduced into Congress by the Administration.

Villarreal will discuss the need for improving the public transportation systems.

Turner will discuss the future of our interstate highway system, highway safety and environmental considerations in highway planning.

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FOR RELEASE WEDNESDAY 7:00 A.M.
July 30, 1969

DOT--18269
Phone: (202) 963-5154

One of the greatest challenges facing the Department of Transportation is helping provide mobility to those now denied a better life because they lack the means to move about the city.

Adequate public transportation is an essential ingredient in wiping out pockets of poverty and unemployment, Carlos C. Villarreal, who heads the Department of Transportation's Urban Mass Transportation Administration said today at the annual conference of the Urban League meeting in Washington, D. C.

Villarreal emphasized Secretary of Transportation John A. Volpe's desire to see that Departmental programs in urban areas provide the greatest service where there is the greatest need.

"We feel that the secret to a better life is access to a better job. For this reason we have devoted much of our effort to the question of employment facilitation, to making it easier for those who live in cities to find jobs where the good jobs are," Villarreal said.

"More and more often these days, the jobs which promise greater fulfillment and greater financial reward are beyond the heart of the city, in the industrial parks, in the suburban manufacturing centers, in the new industry which is growing up around the Nation's cities."

Mr. Villarreal referred to the McCone report on the riots in the Watts section of Los Angeles, which stated that "inadequate public transportation in Los Angeles seriously restricted many of those who lived in and around the Watts area and handicapped them in terms of jobs, schools, shopping and other needs." He stated that this study and others have shown the need for more action to improve transportation service as one step toward wiping out pockets of poverty and unemployment.

Mr. Villarreal acknowledged the relationship which his office has established with the Urban League at the local level but called on the Urban League for greater support from its employment and manpower service programs.

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