DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY P.M.
December 4, 1969

DOT -- 25469
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe has approved 17 projects aimed at improving intra-city transportation in Atlanta, Dallas, Denver, Pittsburgh and Seattle.

"These projects are a modest beginning at unraveling the urban transit snarl," Secretary Volpe said. "For the most part, they are simply improved bus services. Urban planners are handicapped, not by any lack of imagination, but by the absence of hardware -- the necessary equipment -- to do the job.

"We don't have time to wait for the hardware to be developed. If our urban centers are to survive, we must move beyond the study stage and start doing something now," Secretary Volpe stated.

The five cities are involved in the Department of Transportation's Center Cities Transportation Project being conducted by the Urban Mass Transportation Administration.

The 17 projects and their time schedules are:

-- Atlanta: 1970, shuttle bus between the stadium and the Civic Center; 1970-72, improve bus operations and arterial street circulation; 1972, develop center city component of a proposed rapid transit system; 1972-75, expand the shuttle service to improve bus technology and develop a "people-mover," -- a high-capacity, largely-automated short-distance system which gives preference to people rather than vehicles, such as moving sidewalks.

-- Dallas: 1971, develop new ways for achieving effective interchange between modes of travel (bus, automobile, pedestrian and people-mover) at center city transportation terminals; 1971, develop a Main Street busway coordinated with street closings and pedestrian movement; 1973, improve goods movement in the center city, including developing a truck tunnel.

-- Denver: 1970, a shuttle bus loop for the central business district; 1970, a shuttle bus between Mile High Stadium and the center city; 1972, develop a single site, center city transportation terminal, a downtown pedestrian circulation system and bus-only streets and lanes.

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-- Pittsburgh: 1970, a shuttle bus service between Three Rivers Stadium and Civic Arena, including circulation to intermediate major activity centers; 1970, inaugurate a bus service between the center city, the Hill District and Oakland, specifically to aid disadvantaged persons; 1972, improve and coordinate downtown truck, auto, pedestrian and transit circulation; 1972-75, develop a private right-of-way between the center city and peripheral parking areas.

-- Seattle: 1970, inaugurate a center city turbine-powered mini-bus service; 1972-73, develop a coordinated east-west people-mover between the Alaskan Way Viaduct, the waterfront and Interstate 5; 1972-73, develop peripheral parking facilities in connection with the east-west people mover.

The Center Cities Transportation Project is under the direction of the UMTA Office of Research. The projects resulted from the combined efforts of the individual city staffs and the UMTA contractors, Arthur D. Little, Inc.; Skidmore, Owings and Merrill; Real Estate Research Corporation, and Wilbur Smith and Associates.

Criteria for selection included: relevance of methods and results to national transportation problems; innovative and imaginative solutions; institutional changes; solutions to center city problems; reflection of planning goals; reflection of specific national and local selection criteria, and relevance to national guidelines.

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TAD-49

DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, December 4, 1969

DOT -- 25569
Phone : (202) 963-5154

Secretary of Transportation John A. Volpe today announced that President Nixon has nominated Douglas Toms of Olympia, Washington as Director of the National Highway Safety Bureau.

In recommending Toms, 39, to the President for the nomination, Secretary Volpe described the Director-designee as "eminently qualified. He is a widely recognized expert in the field of highway safety and we are pleased to have him join our team. I am certain he will contribute greatly to our highway safety programs which are designed to stop the needless slaughter on our highways."

Toms, on a 60-day leave of absence as Director of the Department of Motor Vehicles for the State of Washington, was serving as Special Consultant to Secretary Volpe for Highway Safety at the time of appointment.

His assignment was to review the present organization and programs of the Bureau and to make recommendations to the Secretary.

The review and recommendations were submitted to Secretary Volpe who stated today, "I am giving Mr. Toms' recommendations thoughtful consideration"

Toms holds a BS Degree in Economics, an MA in Traffic Administration and has completed all work except the dissertation towards a PhD, with the emphasis in Traffic Administration at Michigan State University.

He was a member of the faculty at California State College of Los Angeles, California. Recently, Toms assumed the Presidency of the American Association of Motor Vehicle Administrators.

He succeeds Dr. William Haddon, Jr., who resigned in February, 1969.

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FOR RELEASE TUESDAY
December 9, 1969

DOT -- 25669
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe issued the following statement today in conjunction with the start of construction of the Washington, D.C. area's 98-mile rapid transit system.

Today's construction start for the 98-mile rapid transit system for the District of Columbia is an excellent example of a metropolitan approach to an urban issue.

The approach which exemplified a spirit of cooperation in the highest sense, is one worthy of duplication by urban areas in other parts of the country.

For more than two decades, Congressional concern has been expressed over oppressive traffic congestion and its negative effects on the physical character, economic growth and social well-being of the Nation's Capital.

This concern resulted in the Congressional authorization in 1952 of a major study into the transportation problems of Metropolitan Washington.

Out of the study came a plan for an area-wide rapid transit system. After the plan was adopted, the residents of the communities and counties to be served in Maryland and Virginia responded by passing the bond referenda authorizing bond issues to finance local shares of the project.

Congress responded by voting a $1.1 billion Federal contribution along with $40.3 million to the District of Columbia appropriations bill for 1970 as the city's share.

The first spade of earth President Nixon turned today is demonstrable evidence of achievement through the combined efforts of men of goodwill dedicated to the best public interest.

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FOR RELEASE TUESDAY P.M.
December 9, 1969

DOT -- 25869
Phone: (202) 963-5154

"The linear induction motor shows promise of replacing the wheel as the driving and braking mechanism for high speed ground vehicles," Under Secretary of Transportation James M. Beggs said today in Los Angeles.

Under Secretary Beggs participated today in the ceremony unveiling the high speed ground test vehicle, powered by a linear induction motor, developed by the Garrett Corporation of Los Angeles under contract to the Office of High Speed Ground Transportation of the Department of Transportation.

The ceremony was held at the Federal Aviation Administration Facility at Los Angeles International Airport.

Beggs described the linear induction motor as "one of the technical advances which will enable us to combine both high speed and reliability in surface transportation by means of radically improved trains, tracked air cushion vehicles or vehicles not yet conceived."

"As the development of rocket propulsion enabled man to break loose from Earth's gravity, so the LIM promises to enable us, on the ground, to be freed from dependence on the wheel," Beggs said.

The test vehicle powered by the linear induction motor is designed to operate at speeds up to 250 miles per hour, approximately twice the speed of any existing passenger service train and in excess of the world's ground speed record of 206 miles per hour.

The research vehicle is considered to be the first step in developing high speed ground transportation that will be in passenger service in the late 1970's and 1980's.

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DOT - 26269

FOR RELEASE
December 12, 1969

Phone: (202) 963-5105

Secretary of Transportation John A. Volpe told a meeting on December 10 of the National Motor Vehicle Safety Council that it is intolerable that 150 Americans are killed everyday on our streets and highways.

Without the Interstate Highway System, Secretary Volpe said, nearly 6,000 more people would have died on U.S. roadways.

Secretary Volpe told the Council that one vital area which needs a great deal of work quickly is the setting of safety standards for used motor vehicles.

Volpe praised automotive industry safety research efforts but said the industry is overly hesitant about putting safety items on the road. Rather than waiting for optimum development, Volpe said, first or second generation safety items could be saving lives today.

Noting that America's youth is becoming increasingly concerned with the serious problems affecting the quality of our environment, Volpe said he hoped some of this zeal could be channeled into the struggle for highway safety.

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FOR RELEASE
December 12, 1969

DOT - 26369
Phone: (202) 963-5105

Secretary John A. Volpe today announced the award of a $124,600 contract to Operations Research, Inc., of Silver Spring, Maryland.

The contract calls for personnel services and materiel support to the program management and control function of the Department of Transportation--National Aeronautics and Space Administration joint study on civil aviation research and development policy.

"The joint study will define the national air transportation system requirements for the future, identify the types of systems which appear best suited to satisfy future needs and the research and development efforts required to achieve them," Secretary Volpe said.

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FOR IMMEDIATE RELEASE
Tuesday, December 16, 1969

DOT -- 26469
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today demonstrated a modified diesel engine and exhaust system for transit buses which offers substantial improvements in eliminating pollutants, smoke, noise and odor.

The modification was developed by GMC Truck & Coach Division of General Motors Corporation, but Secretary Volpe said the new unit "is not the final significant development along the way."

Secretary Volpe praised efforts the automotive industry is taking to alleviate environmental problems caused by fuel-burning vehicles.

Secretary Volpe notes several recent automotive developments: Ford Motor Company's announced $31 million vehicle pollution control program for 1970; development of gas-turbine intercity buses by Ford and General Motors; and General Motors' development of a gas-turbine transit bus.

Secretary Volpe announced that General Motors has made five modification packages available to the Department for field testing and evaluation. The Washington Metropolitan Area Transit Commission has expressed an interest in testing the modification on D. C. Transit Company buses.

In addition, the Urban Mass Transportation Administration has received an informal inquiry from the City and County of San Francisco to test four buses which will be delivered to them with the modifications. As soon as the necessary clearances are obtained, it is expected that these projects will be approved.

At the after-shift point -- where transit buses contribute most to air pollution -- the modified unit:

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* eliminates smoke;

* reduces unburned hydrocarbon emissions by up to 90%;

* cuts carbon monoxide by 30%;

* reduces nitrous oxides by 17%.

The new unit can be installed on any of the nearly 22,000 post-1959 GMC transit buses now in service, or about 45% of the nation's transit and suburban buses.

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TAD-49

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY, P.M.'s
December 18, 1969

DOT -- 26669
Phone: (202) 963-5154

The United States will participate in the 1971 Paris Air Show, Secretary of Transportation John A. Volpe and Secretary of Commerce Maurice H. Stans announced today.

The 1971 show -- the 29th exhibition -- will be held May 27 - June 6, at the Le Bourget. The United States has been represented in every exhibition since the shows began in 1909.

The two Cabinet officers said the early announcement allows ample time for industry and government to make exhibit plans. U.S. aerospace manufacturers have said that 18 months are needed to prepare exhibits for the Paris show, which has become the major trade event for the aerospace industry.

The Department of Transportation will coordinate an exhibition of American aircraft on the flight line. The Department of Commerce will build and manage the United States pavilion.

"The Department of Transportation expects to assemble the most representative collection of new aircraft technology ever exhibited," Secretary Volpe said. The flight line display will consist of both military and civil aircraft. All U.S. aircraft will be assembled in a unified flight line display area which will be managed by Department of Transportation personnel.

At the 1969 show, 61 U.S. companies sold $554,000 of their products off the floor and predicted follow-up sales of $26,937,000 within 12 months.

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Provisions are being made for a larger number of firms to exhibit and sell at the 1971 show, Secretary Stans said.

Plans for participation by other Government agencies are being formulated. The Government exhibit at the U.S. Pavilion will be built around an appropriate theme selected for timeliness and broad appeal. At the 1969 show, the theme at the U.S. Pavilion was "Countdown Apollo," and the exhibit featured a dazzling display of space hardware including the scorched Apollo 8 capsule from the Christmas 1968 moon-orbiting flight and a model of the vehicle that carried two men to the moon last July.

As at the 1969 show, the U.S. Pavilion at the 1971 Paris Air Show will include:

--- A "hard sell" area open only to members of the trade, for exhibits of U.S. products known to have the best sales potential in the European market. In 1969, two-thirds of the U.S. participants showed their products in this part of the show.

--- An education-information area open to the general public, showing the achievements of the aeronautical industry and its suppliers.

Full details about U.S. participation in the 1971 U.S. exhibition will be announced as soon as officials from the Department of Commerce and Transportation and the American Embassy in Paris conclude negotiations with the Paris Air Show authorities.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
December 19, 1969

DOT nr 26769
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of William S. Heffelfinger of McLean, Virginia, as Deputy Assistant Secretary for Administration.

A native of Effingham, Kansas, Heffelfinger (44) will serve as Deputy to Assistant Secretary of Transportation for Administration Alan L. Dean.

"It is very gratifying for me to welcome a man of Bill Heffelfinger's expertise to the Department of Transportation," Secretary Volpe said. "He has had extensive experience in matters relating to budget, fiscal, and personnel management and I am happy to have a man of his talents on my team."

Heffelfinger replaces Rear Admiral James W. Williams, a Coast Guard Officer who has been reassigned.

Since August, 1969, Heffelfinger served as Assistant to the Assistant Secretary of Interior for Water and Power Development.

Prior to that, beginning in 1962, he was employed by the Martin-Marietta Corporation as Director of Program Review.

Heffelfinger has approximately ten years' experience in Federal administration. From December 1956, until his employment by Martin-Marietta, he served as Director of Administration in the Office of Emergency Planning. He entered Federal service in July 1953 with the Federal Civil Defense Administration.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
December 19, 1969

DOT -- 26869
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe outlined some of the accomplishments of the Department at a news conference held today.

Highlights of the Department of Transportation's achievements during 1969 by administrations:

FEDERAL AVIATION ADMINISTRATION

The major effort has been directed at securing passage of the Administration's Airport/Airways Bill, which would give the Department the money it needs to finance an extensive modernization program for our airport/airways system. The bill passed the House by an overwhelming vote and a companion measure is now pending in the Senate.

Considerable effort also has been devoted to advancing the Supersonic Transport (SST) development program. The President has given the program a green light, after a most thorough review, and the House and Senate have approved funds to finance the program during the current fiscal year.

Rule setting noise certification standards for new subsonic aircraft types was proposed. This rule, which prescribes permissible noise levels substantially below those of aircraft presently in service, is the first step in our effort to make the airport more compatible with its environment. Future actions will affect present aircraft, the supersonic transport and vertical and short takeoff and landing aircraft.

A notice of proposed rulemaking to control smoke emissions from aircraft engines is being drafted.

Priority also has been given to the continued automation of the air traffic control system. In February a multimillion dollar contract was let to UNIVAC for automating air traffic control at more than 60 of the nation's busiest airports. This equipment will provide air traffic controllers with such vital flight information as aircraft altitude and identify directly on the face of their radarscopes and, in the process, ease the controller workload and facilitate the flow of traffic.

In an effort to reduce airport congestion and delays, a rule was implemented on June 1 which limits the number of hourly operations at key airports serving New York, Chicago and Washington. Proposed by the previous Administration, this rule was modified by the present Administration to make it more responsive to the needs of airspace users and the traveling public. It has worked quite well in reducing congestion and delays not only at the three cities directly affected but at other locations as well by removing bottlenecks. As a result, we are extending the rule for ten months beyond the present December 31, 1969, expiration date.

A rather far-reaching rule has been proposed which would put all aircraft operating in the airspace around 22 major hub airports under positive ground control in a move designed to reduce the potential for midair and near midair collisions at these locations. We eventually plan to extend this concept to every airport in the United States served by airline jets. Hearings on the proposed rule are now underway in each of the cities directly affected.

Contracts were let to buy 110 full and partial instrument landing systems which will both improve safety of operations at airports and increase their availability in adverse weather conditions. The first two -- at Santa Ana, California, and Bradford, Pennsylvania -- already have been commissioned.

Progress also has been made toward resolving one of aviation's most difficult contemporary problems -- aircraft hijackings. FAA has developed an anti-hijacking system which combines knowledge of certain behavioral traits common to hijackers with a weapons screening device. Two airlines -- Eastern and TWA -- have adopted the system.

Area navigation as a means of reducing airways congestion and improving enroute air safety, received considerable attention during the year. FAA published guidelines for implementing area navigation techniques and established the first area navigation airways. Area navigation makes use of airborne computers to provide pilots with a greater choice of flight paths thereby reducing the convergence of aircraft on ground navigation aids.

Work has continued with industry in the developing of a practical collision avoidance system for airline aircraft. In addition, we let a contract in November to study pilot warning instrument(PWI) systems, which could be used by general aviation pilots to alert them to potential collisions.

Other safety actions include adoption of new and stricter operating rules for air taxi operators and more stringent requirements for the certification of small aircraft (12,500 pounds or less). Rules also have been proposed by FAA which would make radar beacon transponders having 4096 identification code and automatic altitude reporting capabilities required equipment on all aircraft operating in controlled airspace above 10,000 feet beginning January 1, 1973. New emergency evacuation rules for airline aircraft also have been proposed.

UNITED STATES COAST GUARD

Vietnam: For the fourth year, the U. S. Coast Guard has been involved in the fighting in Vietnam. Deployed on coastal patrol in South Vietnamese waters were 24 eighty-two-foot patrol boats and five high-endurance cutters.

Marine Science: Coast Guard scientists experimented with equipment designed to permit remote sensing of ice with specially-designed radar. The study is intended to increase Arctic reconnaissance capability. Off Point Barrow, Alaska, and in the Bering and Chukchi Seas, extensive sea-ice surveys were carried out aimed at facilitating travel in these remote waters.

Manhattan Project: The Coast Guard was closely associated with the epic voyage of the super tanker-icebreaker Manhattan to the newly-discovered oil fields of northern Alaska. Coast Guard naval engineers helped redesign the huge tanker for her Arctic trek. Coast Guard icebreakers Northwind and Staten Island accompanied the Manhattan on portions of the journey.

Oil Pollution: Actively involved for many years, the Coast Guard is currently conducting a continuing program of research in methods of combating oil pollution. It has developed an airborne pollution control system which can be flown quickly to oil spill areas.

Marine Safety: A major advance in preventive measure was the establishment of a "live" shipboard fire testing facility at Mobile, Alabama. The new facility, the only one of its kind in the United States, enables the Coast Guard to evaluate the effectiveness of fire protection and other system under actual conditions.

URBAN MASS TRANSPORTATION ADMINISTRATION

Two principal accomplishments: improved public transportation has a new national priority, President Nixon's Public Transportation Assistance Act of 1969, now pending before Congress, is the first long-term substantial Federal commitment to build and improve transit systems, and the Center City Transportation Project which is developing transportation systems for Atlanta, Dallas, Denver, Pittsburgh and Seattle which may be adaptable to most United States cities.

Approximately $100 million in capital grants -- to buy buses and transit cars, improve subways and build stations and facilities -- will have been made by December 31.

The new $30 million Dan Ryan rapid transit extension in Chicago was dedicated; new rapid transit cars were brought for Cleveland. In Boston, major transit extensions and improvements are under construction.

An aggressive and imaginative demonstration program has been directed toward the problems of congestion, air pollution, and safety.

Vigorous work on new public transportation technology was undertaken, particularly on propulsion systems, demand activated control systems, management control and communication systems, and turbo-electric rail commuter cars.

FEDERAL RAILROAD ADMINISTRATION

Railroad Passenger Service: The FRA began structuring a rail passenger program to help the rails play their rightful role in the Nation's transportation network. By the first part of 1970, the Department is committed to submit its specific recommendations to Congress.

A reduction of 16 minutes in running time (to three hours and 39 minutes) and improved schedules for the experimental turboservice trains between Boston and New York were announced on May 29. The changes are part of a planned improvement program for better and faster rail service between the two cities.

The Department formally initiated the High Speed Ground Transportation Turbo train project in the Boston-New York leg of the Northeast Corridor, April 8.

Between Washington and New York, the Metroliners of the Penn Central Railroad continue to run in pre-demonstration service and are winning wide public acceptance. The Department's Office of High Speed Ground Transportation took a survey during the first six months of 1969 which showed that half of the 228,000 Metroliner passengers, half had switched from using a plane, bus, or auto. Load factors during that period ran at a very encouraging 75 percent.

Once sufficient cars are available, the Department will begin its high speed train demonstration for a two-year period.

FEDERAL RAILROAD ADMINISTRATION

Railroad Safety: A major development during the past year was the establishment of a Railroad Safety Task Force to examine the growing problem and to advise the Secretary on proposed solutions.

On June 30, the Task Force -- comprised of members from railroad management and labor and public service commissions --- recommended that the Secretary of Transportation be given broad authority to prescribe rules, regulations, and standards covering all areas of railroad safety.

One major section of the bill covered the transportation of hazardous materials. It called for the Secretary to set up a round-the-clock reporting system which could provide information and assistance in emergencies.

FEDERAL HIGHWAY ADMINISTRATION

Interstate Highways: An additional 1,774 miles of Interstate Highways have been opened up to public use through the first 11 months of this year.

Interstate mileage now in use totals 29,378 or about two-thirds of the Interstate System.

Construction has begun on another 1,461 miles of the Interstate System.

Relocation Housing: The machinery for administering the new program offering relocation housing assistance to persons affected by the Federal-aid highway construction program has been set up and is beginning to show some very humane results. Forty-nine states have qualified to participate, the fiftieth has to change its Constitution before it can. This program authorizes payment of up to $5,000 above the fair market value of a home an occupant may be forced to sell to make way for a highway.

During fiscal year 1968, $5.5 million in Federal funds was paid out to help people relocate -- but it is estimated that the amount would have been $90 million if the program had been in effect for the entire fiscal year.

The program is off to such a successful start that Congress now has legislation pending calling for the same approach to be used for all Federal relocation assistance programs.

FEDERAL HIGHWAY ADMINISTRATION

Spot Improvement Program: Designed to eliminate hazardous locations on the nation's highways, the spot improvement program in 1969 forged ahead.

At the end of 1968, 4,485 Federal-aid projects were programmed or completed at a total of $841,193,000, of which $432,888,000 was the Federal share.

At the end of 1969, the number of projects rose to 5,532 at a total cost of $1,041,000,000. The Federal share was $550,077,000.

Topics: The Traffic Operations Program to Increase Capacity and Safety, initiated to make better use of city streets by employing traffic engineering techniques instead of major construction projects, saw an increase in the number of participating cities in 1969.

At the beginning of year, there were 26 cities in 20 states taking part. At the end of the year, the number of cities rose to 201 in 47 states.

Highway Safety: Vehicle compliance testing moved into the enforcement stage with first three compliance actions against manufacturers brought to a conclusion. One auto firm--Fiat--and two tire manufacturers--General Tire Company and Mohawk Rubber Company--all agreed to compromise settlements in lieu of court trials for failure to meet Federal Vehicle Standards.

The results of compliance tests on vehicles and vehicle equipment was made available for the first time.

Consumer information regulations were also enforced, with NHSB providing for first time comparative information on the safety performance of new cars in three areas...stopping distance, acceleration and passing, and tire reserve load.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
December 23, 1969

DOT -- 27069
Phone: (202) 963-5154

An all-out National effort to remove problem drinkers from the highways has been recommended to Secretary of Transportation John A. Volpe by the National Highway Safety Advisory Committee.

The Committee recommended that states revoke the driving privileges of those who maintain a record of unfitness to drive because of a drinking problem. States should do this, the committee said, just as they now refuse to license drivers with vision deficiencies or other physical and mental incapacities.

This type of action is needed, the committee noted, to deal with drunk drivers who continue to drive despite other legal sanctions.

Secretary Volpe told the committee that recent Department of Transportation studies show that half of the more than 55,000 people killed on America's highways last year were victims of crashes involving alcohol.

Secretary Volpe praised the efforts of many states in passing implied consent laws and other measures called for by Department of Transportation standards. The implied consent law declares that by accepting a state's drivers' license, the driver agrees to a chemical blood test for alcoholic content if arrested for drunken driving.

"The drunk driver problem," Secretary Volpe said, "involves more than just passing an implied consent law. It takes the cooperation of the courts, the enforcement agencies, as well as the law to do the job.

"I hope we can get this combination pulling together to deal with this tragic waste of human resources," the Secretary declared.

Part of the problem in dealing with alcoholic drivers is the popular misconception that action aimed at the chronic alcoholic that makes up 4 percent of the driving population is also directed at the 75 percent of the drivers who use alcohol in moderation, recent Departmental studies show.

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The National Highway Safety Advisory Committee is chaired by Under Secretary of Transportation James M. Beggs and is composed of representatives of the public, state officials and safety organizations.

It also recommended that the Department of Transportation pay as much attention to the problems of driving behavior as is paid to encouraging engineering improvements to vehicles and highways.

Transcripts of the National Highway Safety Advisory Committee's last meetings are available in the Office of Special Projects, National Highway Safety Bureau, Room 409, Donohoe Building, 6th & D Streets, S.W., Washington, D. C. 20590.

Also available from the Office of Special Projects are transcripts of Secretary Volpe's remarks encouraging rapid development of new vehicle injury reduction features -- such as the "air bag" and "flexible bumper" -- made before the Motor Vehicle Advisory Council.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.
December 23, 1969

DOT -- 27169
Phone: (202) 963-5154

Further study of a segment of the proposed North Expressway affecting Brackenridge and Olmos Basin Parks in San Antonio, Texas, was ordered today by Secretary of Transportation John A. Volpe.

Based on present information, Secretary Volpe said he could not justify approval for construction of the North Expressway between Mulberry and Tuxedo Avenues.

Meanwhile, the Secretary approved segments of the Expressway north and south of the park complex which would not have a significant environmental impact on San Antonio parkland.

In denying approval, Secretary Volpe explained that he is precluded by law from approving the location of a highway project that affects parkland unless he finds that there is no feasible and prudent alternative to the location and unless damage to the parkland is minimized.

Authorization will be given to the Texas Highway Department to construct those segments north of Tuxedo Avenue and south of Mulberry Avenue as soon as an agreement is reached to study an alternate route for the remaining segment.

Approval of those two segments, Secretary Volpe said, will have no effect on possible options available with respect to the portion to be studied.

"The principal focus of the study," the Secretary said, "will be upon an expressway alignment west of Alamo Stadium and along Devine Road.

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"I want to make it clear that I have not reached any conclusion. This study is not made to provide additional justification for the present proposal.

"It should be a demonstration of what professional engineering could accomplish if in fact the Devine Road configuration were the only location available."

The Secretary urged the Texas Highway Department to make study results available to the public in order to permit persons who have expressed an interest in the project to comment before they are submitted to the Department of Transportation for review.

Secretary Volpe said that his decision to approve construction of those portions of the North Expressway lying north of Tuxedo Avenue and south of Mulberry Avenue was based on several factors, including the decision of his predecessor, Alan S. Boyd, that there is no feasible and prudent alternative location for these segments, and that their design included all possible planning to minimize harm to affected parkland; the fact that the Texas Highway Department had already acquired and cleared substantial amounts of necessary right-of-way prior to passage of the Department of Transportation Act; and the severe displacement and hardship which a major realignment would cause.

"San Antonio has waited for the North Expressway too long," Secretary Volpe said. I feel that construction should begin without needless additional delay on the approved portions, while we obtain detailed information on a proper design for the segment of the Expressway between Mulberry and Tuxedo Avenues.

"While we are attempting to expedite this project," the Secretary said, "we are determined to preserve the amenities of San Antonio's valuable parkland."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY 3:00 P.M.
December 24, 1969

DOT -- 27269
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a $529,000 grant to the University of Southern California in Los Angeles to conduct a three-year program of basic research on jet engine noise and its abatement.

In making a concurrent announcement in Los Angeles, Dr. Zohrab A. Kaprielian, Acting Dean of the School of Engineering at USC, named Dr. John Laufer, Chairman of the USC Department of Aerospace Engineering, as the chief investigator of the project.

"It is a source of satisfaction for me to be an instrument in enlisting the fine research personnel and facilities of the University of Southern California to develop greater knowledge of the phenomenon of jet engine noise," Secretary Volpe said.

"The commercial aviation industry has had limited success in developing and applying devices for jet noise suppression. As we approach the age of supersonic flight, it is apparent we must greatly increase our knowledge of jet noise if we are to contain it within an acceptable level," Secretary Volpe said.

The task Dr. Laufer and his associates at USC have set for themselves is the development of methods for predicting the noise field of a given jet engine configuration and a more reliable approach to the suppression of such noise.

Elements to be considered in the research program include upstream flow conditions, jet temperatures and the effects of concentric nozzles in jet engines. Both conventional speed and supersonic jets will be studied.

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Results of this basic research program are not expected to be immediately applicable to reducing the noise of present aircraft. These results, however, will add to the body of information being developed for future designs by the coordinated efforts of the Department of Transportation, the National Aeronautics and Space Administration and other agencies participating in the Federal Interagency Aircraft Noise Abatement Program.

The Transportation Department's Office of Noise Abatement provides the central coordination for the Interagency Aircraft Noise Abatement Program and will monitor the grant to USC.

For further information: Dr. John Laufer
Department of Aerospace Engineering
University of Southern California
University Park
Los Angeles, California 90007

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY P.M.
December 31, 1969

DOT -- 27469
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe announced today Department plans for a pilot mass transit program in the Washington D.C., area which could be used as a model for other major cities with similar transportation problems.

Volpe said the target date for the initiation of the experiment is July 1, 1970. He said the program will utilize the combined resources of the Federal Highway Administration and the Urban Mass Transportation Administration, both of which are within his Department.

The Transportation Secretary said the program calls for the introduction of the most modern buses with comfort innovations designed to attract riders. These buses will be operated on exclusive bus lanes provided on the Shirley Highway in the Virginia suburbs of Washington (I-95) to be constructed by the Federal Highway Administration and the Virginia Highway Department with the cooperation of the Metropolitan Washington Council of Governments. This section of I-95 carries 35,000 vehicles in and out of Washington daily.

"The plan is designed" Volpe said, "to demonstrate that relief can be given to cities which urgently need to meet the problem of moving people more efficiently. Through new bus designs which emphasize the curtailment of harmful exhaust fumes, the program also will further the Department of Transportation's efforts to fight air pollution."

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The pilot program has been worked out by Urban Mass Transportation Administrator Carlos C. Villarreal and Federal Highway Administrator Francis C. Turner. Under the projected plan the bus lanes will be provided by the Highway Administration and the Virginia Department of Highways. The introduction of an additional number of new and modern buses for the suburban routes will be made possible through a financing plan to be negotiated between UMTA and a local agency.

The target date of July 1 will give time for additional work on the bus lanes on Shirley Highway and for the purchase and delivery of the first contingent of new and modern buses.

Villarreal said, "We intend that these new buses will include many new ideas intended to attract riders and thus reduce the number of private autos on the streets and highways during rush periods. The vehicles will be air conditioned. We hope that at least some can be equipped with such innovations as the newly designed air suspension which allows the bus to "kneel" at bus stops to make it easier for passengers to board. Our objective also is to provide wider seats, music, two-way radios for better scheduling, and, above all, new engines which will reduce exhaust fumes."

Turner said, "The design for this experiment in the use of highways and buses for immediate relief in the mass transit problem already is in being. It can be applied in many different cities and the plan for such application already is underway. The completion of the new leg of Shirley Highway will save a total of 20 to 25 minutes on the bus travel time from the Virginia suburbs by permitting buses to by-pass the two worst bottlenecks in that area. I look for similar time savings in other cities where the plan is applicable. We are cooperating with UMTA in a program designed to permit our highway and street system to move more people without the need to construct additional new roadways."

Volpe said the most gratifying part of the program is that it makes use of resources immediately available without requiring the country to wait only for the construction of new transit systems which will require much more time to build.

"There are a number of ways," the Secretary said, "in which we can utilize resources and facilities already available to relieve our national traffic problem. They are: exclusive bus lanes, express buses, feeder lines to supplement express buses, improved tunnel and bridge approaches, utilization of expressway median strips for express buses or rapid transit and utilization of unused urban railroad rights of way. Freeway and transit coordinated fringe parking also can greatly expand the capacity of those facilities already available to us.

"The Federal Highway Administration and the Urban Mass Transportation Administration are only two of the several agencies within the Department of Transportation able to undertake jointly coordinated projects to increase our transportation capability at minimum cost. Our future plans include bringing other agencies of the Transportation Department into our broad program for closely coordinated multiple Transportation agency projects."

Turner and Villarreal also agreed to bring into the new experimental project in Washington a program for utilization of a portion of the abandoned right-of-way of the Washington and Old Dominion Railroad which runs through one of the most congested areas of the Virginia suburbs and terminates at Key Bridge which connects Rosslyn, Virginia, with the District of Columbia.

Other cities in which projects similar to the pilot program in the Washington, D.C., area are in an advanced state of planning include Seattle, Los Angeles, and Milwaukee.

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