



DEPARTMENT OF TRANSPORTATION

TAD-49

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
January 5, 1970

DOT -- 0270
Phone: (202) 963-5154

Robert E. Redding has been named a consultant on transportation facilitation matters to the Assistant Secretary of Transportation for Policy and International Affairs, Secretary of Transportation John A. Volpe announced today.

Prior to this appointment, Redding served 10 years as vice president, general counsel, and secretary of the Transportation Association of America, with headquarters in Washington, D. C. TAA is a non-profit organization comprised of users, investors, and air, freight forwarder, highway, oil pipeline, rail, and water carriers.

"Mr. Redding has had extensive experience in the implementation of TAA policies, including the coordination of numerous international facilitation projects, and we welcome him to our ranks," Secretary Volpe said.

The facilitation program of the Department of Transportation is designed to provide leadership in the development and improvement of coordinated intermodal transportation services for both domestic and international traffic. The program includes recommending legislation and fostering new procedures, equipments, and techniques to facilitate the flow of people and goods across international boundaries.

Prior to his service with TAA, Redding was engaged in private law practice in the Washington, D. C. area, handling transportation and taxation matters from 1951 to 1959. He also had five years of Federal government service from 1946 to 1951 at the Civil Aeronautics Board and Tax Court of the United States. He lives in Kensington, Maryland.

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FOR RELEASE TUESDAY
January 6, 1970

DOT -- 0370
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$256,483 grant to the Twin Cities Area Metropolitan Transit Commission to put Minneapolis' Nicollet Mall minibuses into full operation.

The Federal grant, made by the Department of Transportation's Urban Mass Transportation Administration, will provide the Transit Commission with two-thirds of the cost of buying 16 new minibuses, 3 used suburban buses and related equipment.

Nicollet Mall, located in downtown Minneapolis, is a 13-block stretch of retail stores bounded on the north by high-rise apartments and on the south by a convention center. The minibuses will operate along the Mall and laterally to peripheral parking areas.

The 53-passenger suburban buses, built in 1967, will be used to continue a service between downtown Minneapolis and the communities of Mound and Wayzata. The coaches will be purchased from the present operator of the Mound-Wayzata line.

UMTA Administrator Carlos C. Villarreal said the grant "helps accomplish two important UMTA missions -- improving existing bus service into growing suburban areas and encouraging use of public transportation in the center city by providing improved circulation in heavily congested areas.

"We need to make immediate improvements to help lessen downtown traffic congestion," Villarreal said. "Rapid transit, express bus systems and other improvements require a much longer time to design and install. This grant should provide immediate relief.

Project No. MINN-UTG-2

For further information: John T. Doolittle, Jr.
Executive Director
Twin Cities Area Metropolitan
Transit Commission
106 Capital Square Building
Saint Paul, Minnesota 55101

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FOR RELEASE WEDNESDAY, 3:00 P.M.
January 7, 1970

DOT -- 0470
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced supplemental grants totaling \$2,737,166 to the City of Detroit.

Previous grants totaling \$8.5 million were made to Detroit to assist the city in modernizing its bus system.

The grants aided Detroit's purchase of 149 new diesel, radio equipped transit coaches and the construction of a transit administration building, a central repair garage and a central terminal building with parking facilities, as well as other improvements of the public transit system.

"While we work to build new public transit systems for the future, our first responsibility is to improve the efficiency and convenience of existing systems. Detroit is a leader in this effort," Secretary Volpe said.

After the original grants, Detroit completed the planning and program requirements of the Urban Mass Transportation Act of 1964, thus becoming eligible for the supplemental grants.

The supplemental grants were made by the Department of Transportation's Urban Mass Transportation Administration, headed by Carlos C. Villarreal.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 0170
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today released a report, A Systems Analysis of Transit Routes and Schedules, which evaluates the role of computer use in transit route planning.

The report is a result of a demonstration project conducted by the Washington Metropolitan Area Transit Commission at a cost of \$106,500, which included a grant of \$71,000 from the Urban Mass Transportation Administration of the Department of Transportation.

Using data collected on bus rider's travel patterns and preferences, alternate bus networks were designed and tested by computerization until an "Optimum System" was designed and tested.

The test results indicated that substitution of the Optimum System for today's D. C. Transit System would result in reduced travel time for 25 percent of all riders and increased travel time for nine percent; the number of trips involving transfers would be reduced by 12 to 17 percent; and operating costs reduced by 1.7 percent.

The findings are academic at this time because the amount of work required to obtain the Optimum System is expected to be impractical using available manual techniques.

Copies of the report may be obtained from:

Washington Metropolitan Area Transit Commission
1625 I Street
Suite 316
Washington, D. C. 20006

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010870

FOR RELEASE THURSDAY 3:00 P.M.
January 8, 1970

DOT -- 0570
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a grant of \$759,100 to the Rhode Island Public Transit Authority (RIPTA) to assist in the purchase of 45 new transit buses to improve public transportation in the Providence metropolitan area.

The Federal grant amounts to one-half of the transit improvement program cost of \$1,012,133. RIPTA will become eligible for an additional grant of \$253,033 when the planning requirements of the Urban Mass Transportation Act are met.

"The Providence public transportation improvement program has two primary short range objectives," Secretary Volpe said.

"They are the extension of existing routes and the creation of new routes into rapidly growing suburban areas to provide peak period commuting service and the provision of a higher level of service and greater mobility for inner city residents."

Among the additional benefits of the program will be a "reverse-commute" plan for utilizing deadhead mileage on express buses to open up suburban job opportunities to city residents and Sunday excursion trips for economically disadvantaged people.

The 45 new buses are scheduled to be delivered over a period of 30 months. Thirty of the buses will have a capacity of 45 passengers and 15 will have a 53-passenger capacity.

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The grant was made by the Department of Transportation's Urban Mass Transportation Administration, headed by Carlos C. Villarreal.

For further information: Herbert C. Wells, Jr.
Chairman of the Rhode Island
Public Transit Authority
P. O. Box 2816
Providence, Rhode Island 02907

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
January 8, 1970

DOT -- 0670
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of Greer A. Busbee, Jr., of Alexandria, Virginia, as Director of the Department of Transportation's Office of Emergency Transportation.

Busbee, 51, a native of Alabama, recently retired as a Captain from the United States Navy after 26 years of service.

The Office of Emergency Transportation coordinates the overall preparedness efforts of the Department, other Federal transportation agencies, state and local governments and the transportation industry.

A civil engineering graduate of the Georgia Institute of Technology in 1942, Busbee's last Navy assignment was as the Commanding Officer, Chesapeake Division, Naval Facilities Engineering Command for the Naval District of Washington. Busbee holds the Purple Heart, the Legion of Merit, the Navy Commendation and the Meritorious Unit Citation decorations.

He is a Registered Professional Engineer in the Commonwealth of Pennsylvania and a member of the National Society of Professional Engineers and the Society of American Military Engineers.

Busbee is married to the former Catherine Elvira Chosewood, of Atlanta, Georgia, and has five children. Busbee resides at 1704 Cool Spring Drive, Alexandria, Virginia.

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FOR RELEASE FRIDAY 3:00 P.M.
January 9, 1970

DOT -- 0769
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a grant of \$862,610 to the Southeastern Pennsylvania Transportation Authority (SEPTA) to extend electrified commuter railroad service in the Philadelphia metropolitan area.

The Federal grant amounts to one-half the cost of the \$1,725,220 project in which an existing Reading Company line will be electrified and rehabilitated for a distance of 1.8 miles between the communities of Hatboro and Warminster. A passenger station and 500-car parking lot will be constructed at Warminster.

Hatboro now is the outer terminus of a major rail commuter branch of the Reading Company. About 85 percent of its riders reach the station by car, causing traffic congestion and parking problems. Completion of the project will relieve parking and traffic congestion at Hatboro and provide increased accessibility to rail service users in the Warminster area.

"This project is an example of what can be accomplished by joint participation of Federal, State and local Governments with the cooperation of private industry," Secretary Volpe said.

In addition to the Federal grant, financial assistance will be provided by the Commonwealth of Pennsylvania (\$450,555), Bucks County (\$256,041), Montgomery County (\$85,347) and Passenger Service Improvement Corporation, a subsidiary of the City of Philadelphia (\$109,167).

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The Reading Company has participated in the planning and development of the commuter railroad service which it will operate under contract to SEPTA.

SEPTA estimates the extension to Warminster will be completed and operating within 18 months.

The Federal grant was made by the Department of Transportation's Urban Mass Transportation Administration, headed by Carlos C. Villarreal.

For further information: David N. Phillips
Assistant General Manager
for Administration
Southeastern Pennsylvania
Transportation Authority
Philadelphia, Pennsylvania 19107

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IMMEDIATE RELEASE

DOT -- 0870
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a supplemental grant of \$167,505 to Kent State University at Kent, Ohio, to continue collecting computerized operating data for bus systems.

The project began in March 1967, and was funded by a grant of \$342,539 from the Department of Transportation's Urban Mass Transportation Administration.

The goal of the project is the development of a computerized management information and control system to enable bus systems to offer greater and more comprehensive service at less cost.

"Continuation of this demonstration project will give us better insight into how urban bus systems may best serve transportation needs. Newer forms of public transit are coming, but for most communities public transportation will remain largely a job for bus companies. Projects like this will make bus companies more efficient and better able to improve service," Secretary Volpe said.

"Specifically, the grant will make possible installation of the system on a test basis in the bus systems of Oakland, California, and Dallas. It will cover additional costs of developing, testing and debugging the computerized management information and control system, and will enable translation of collection data into several 'languages' compatible with different computer systems," said Carlos C. Villarreal, UMTA Administrator.

The system is being tested under operating conditions on Kent State's campus bus system. Several generations of collection devices State's campus bus system. Several generations of collection devices also tests feasibility of the project for small city bus lines.

The original project called for designs of hardware suitable for automatic data collection, designs of printed forms suitable for bus systems not desiring the computer hardware, and establishment of computer programs suitable for manipulation of the data.

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010970

FOR RELEASE FRIDAY 3:00 P.M.
January 9, 1970

DOT -- 0970
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$1,186,750 grant to help the Chicago Transit Authority change its present bus fare collection system to a high-security, exact fare system.

"The purpose of the new system," Secretary Volpe said, "is to eliminate robberies of buses and regain public confidence in the safety of bus transit.

"In 1968," Secretary Volpe said, "746 CTA bus drivers were held up and one passenger was slain during a robbery. In 1969, CTA averaged 25 robberies a week.

"It's unfortunate that crime conditions in many of our cities have reached a point where we must resort to exact fare collection systems in order to insure safety for bus operators and passengers."

The Federal grant, made by the Department of Transportation's Urban Mass Transportation Administration, represents one-half of the cost of converting the collection system.

The new system will keep fares under locked conditions from the time of deposit until fare boxes reach a central receiving depot.

UMTA Administrator Carlos C. Villarreal said that "work is continually going on at Federal and local levels to improve urban transit. When we finally reach our goals -- when our city transit systems are viable and in balance -- then our cities will be well along the way toward eliminating conditions that breed crime."

Project No. ILL-UTG-8

For further information: George L. DeMent
Chairman, Chicago Transit Authority
P.O. Box 3555
Chicago, Illinois 60654

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D. C. 20590

FOR SUNDAY RELEASE
January 11, 1970

DOT --1070

Five transportation authorities will confer with the Department of Transportation's Citizens Advisory Committee on Transportation Quality on January 14 and 15 in Washington, D. C.

"The aesthetic and environmental aspects of transportation continually run the risk of being short-changed," Secretary of Transportation John A. Volpe said. "Transportation planning today is a complex world of computers, intermodal interfaces, systems and subsystems. The job of the Advisory Committee is to keep the Department in contact with the people who use transportation so that technology responds to human needs."

Speakers at the January 14-15 meeting will be:

"Bus Transportation"	--	William P. Maynard President and General Manager Atlanta Transit System, Inc. Atlanta, Georgia
"Inner City Mobility"	--	Mel King Executive Director Urban League of Boston Roxbury, Massachusetts
"Social Values Related to Transportation"	--	Dr. Marvin L. Manheim Professor Department of Civil Engineering Massachusetts Institute of Technology Cambridge, Massachusetts

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"The Pedestrian"	--	Sam Yaksick Director of Traffic Engineering & Safety American Automobile Association Washington, D. C.
"Overall Planning Related to Transportation"	--	Roger H. Gilman Director of Planning & Development Port Authority of New York New York, New York
"The Automobile"	--	Joseph E. Havenner Automobile Club of Southern California Los Angeles, California

Secretary Volpe noted that several college students have been invited to participate in the Committee's meeting. He expressed the hope that "they will give to the Department their reactions to what the Committee is doing and take back to their campuses a heightened awareness of transportation problems and the work being done to cope with them."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
January 12, 1970

DOT -- 1170
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today awarded the Legion of Merit to Rear Admiral James W. Williams of the United States Coast Guard.

The Presidential citation was presented Admiral Williams for exceptionally meritorious conduct in the performance of outstanding service from June 1967, to December 1969, as Deputy Assistant Secretary for Administration in the Office of the Secretary of Transportation.

During the period mentioned in the citation the Department of Transportation was created and brought under one administrative roof. More than 30 transportation agencies or functions previously scattered throughout the Federal Government were involved.

The U.S. Coast Guard is an Administration of the Department of Transportation.

The citation states in part:

"In all of his efforts, Rear Admiral Williams has consistently demonstrated high professionalism, keen foresight, unlimited enthusiasm and devotion to duty which reflects the highest credit upon himself and the United States Coast Guard."

Williams was graduated from the U.S. Coast Guard Academy in New London, Connecticut, in 1938. He was Deputy Commander of the Coast Guard's Eastern Area headquartered in New York City prior to his appointment as Deputy Assistant Secretary for Administration. He is now Inspector General of the U.S. Coast Guard.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

FAA Library
JAN 16 1970
DOT Sec 1370
Acq 1370
Phone: (202) 963-5154
HQ 6104

Secretary of Transportation John A. Volpe announced today that Otto E. Graham, Jr., former head coach of the National Football League Washington Redskins, has been named Director of Athletics at the U. S. Coast Guard Academy at New London, Connecticut.

Graham, 48, previously served as Athletic Director and head football coach at the USCG Academy from March 1959 to March 1966.

Prior to his Coast Guard post, Graham had starred as quarterback of the Cleveland Browns for 10 years. He left the Coast Guard in 1966 to accept a position as head coach of the Redskins.

Graham, who presently resides at 10800 Pleasanthill Drive, Potomac, Maryland, will assume the new position on March 15. Commenting on his return to the New London School, Graham said, "The Coast Guard has always had a warm place in my heart. Of course, Academy routine is a lot different than professional football, but I enjoy the opportunity of working with young men and helping them develop their skills."

At the Coast Guard Academy, the athletic program is a basic part of the Cadets' training. The teamwork and leadership qualities these young men learn are essential to the duties of Coast Guard officers when they graduate.

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011370

FOR RELEASE WEDNESDAY
January 14, 1970

DOT -- 1270
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$524,000 grant for a preliminary engineering and feasibility study of a high-speed transit system in a 10-mile corridor between Buffalo and Amherst, New York.

The State University of New York at Buffalo is building a \$600 million campus at Amherst. Expected to be completed in 1975, the new campus would serve more than 50,000 students, faculty and staff.

Secretary Volpe said the proposed transit line "will do more than merely link downtown Buffalo with the Amherst campus. The line would pass along Buffalo's Model City neighborhood, opening new opportunities for inner city residents.

"Major commercial developments in downtown Buffalo are starting and the transit study will insure coordinated development. A sizable new town is being planned near the Amherst campus, and obviously site locations for both the town and the transit facility should be established in concert."

The study will also include developing a transit improvement program aimed at coordinating and upgrading bus transportation in Erie and Niagara Counties, New York. These two counties have a current population of more than 1.3 million.

The Buffalo-Amherst corridor study will establish the technical and economic feasibility of a particular transit system; define right-of-way needs; establish construction and operating costs; analyze system impacts on land use, development and redevelopment and overall urban design; and recommend a financial plan to guide implementation of the system.

More than a dozen bus companies now serve Erie and Niagara Counties. The study will analyze the problems of these companies in a unified way and develop a program with priorities for the entire region as a basis for future transit improvements.

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The Federal grant was made by the Department of Transportation's Urban Mass Transportation Administration. It represents two-thirds of the \$786,000 cost of the study. The State of New York Department of Transportation will contribute \$196,500. The balance will come from local sources.

Project No. NY-T9-4

For further information: Arthur Fallon
Executive Director
Niagara Frontier Transportation
Authority
Statler Hilton Hotel
Buffalo, New York 14202

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FOR RELEASE THURSDAY 3:00 P.M.
January 15, 1970

DOT -- 1470
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced two grants, totaling \$692,092, for mass transportation projects in Seattle, Washington.

"Seattle is demonstrating its foresight by using the potential of public transportation before it is confronted with a transportation crisis similar in other cities today," Secretary Volpe said.

"Seattle is attempting to anticipate the problems inherent in its projected population growth and the city's coordinated public transportation system should be capable of meeting both short-and long-term needs of the metropolitan area."

Secretary Volpe noted that Seattle's projected transportation system is significant because it will be designed to recognize and enhance the quality of the area which it serves.

"President Nixon has announced that his administration would encourage productive and enjoyable harmony between man and his environment as part of the new National Environmental Policy," Secretary Volpe said. "Seattle's plan is a good example of what the President has in mind."

One of the Seattle grants announced today is \$430,000 for a technical study (Project No. WASH-T9-1) which will help the city complete a long-range plan for a coordinated rail/bus mass transit system for the Seattle metropolitan area and a plan for implementing immediately a unified regional bus system. Both of these plans are tied to the City's upcoming election at which area residents will vote on a municipal bond issue to finance the metropolitan transit system.

The second grant, for \$262,092, was made to the Seattle Transit System (WASH-MTD-2) for its "Blue Streak" bus demonstration project. "Blue Streak" bus demonstration projects and traffic engineering effects of express bus operations on high-speed, reversible freeway lanes. "Blue Streak" will also have preferential rights at freeway entrances and exits and on downtown streets.

The grants were made by the Department of Transportation's Urban Mass Transportation Administration. Both grants supplement earlier Federal funding and bring the total Federal contribution for these projects to \$2,539,935, or two-thirds of the total cost.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, January 15, 1970

JAN 15 1970
Acquisition
Section
DOT -- 1570
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe and Secretary of the Interior Walter J. Hickel today announced that Dade County has agreed to seek an alternate site for the commercial jetport proposed near Everglades National Park and that the current site will be restricted to training flights.

The agreement governing future airport construction in the South Florida area will be signed Friday by the two Departments, the State of Florida, the Dade County Port Authority, and Collier County.

Dade County Commissioners ratified the agreement Thursday.

The agreement specifies that the Port Authority will immediately begin a search to relocate the commercial airport site presently planned in the Big Cypress Swamp area adjacent to the Everglades.

The agreement also provides that the facilities already constructed on the site will be used only as a one-runway airport for flight training purposes and that such operations will be carried out under strict environmental safeguards designed to protect the National Park.

Such training facilities would eventually be transferred to the alternate commercial site.

The two Departments agreed that Dade County will not be required to abandon the current airport site until "an alternate site has been agreed upon and acquired without cost to Dade County, and training facilities substantially equivalent to those now existing at the airport have been constructed on the site without cost to Dade County."

At the same time, Dade County would convey title of the abandoned airport "to the government agencies or public bodies,

- more -

or both ... which have provided the funds or land for the alternate site."

The State of Florida agreed to assist Dade County in locating a new site and "in the event title to such site selected or any part thereof shall be in the State, the State shall convey the same to Dade County without cost."

The two Departments also concluded an inter-agency agreement for coordination in the selection of an alternate commercial jetport site and the protection of the ecological and environmental balance of Everglades National Park and the entire South Florida region.

"It is extremely gratifying to me to have been a part of this extraordinary agreement between the Federal Government and local officials of Dade County to protect one of nature's most beautiful areas," Secretary Volpe said.

"We entered these negotiations with agreement by all parties to protect the Park, and this contract proves these good intentions to provide the maximum possible protection for community and environmental values, consistent with the transportation needs of a growing nation."

Secretary Hickel said that resolution of the problem was symbolic of American awareness of the importance of the environment. "Our best information is that the impact of constructing and operating a commercial jetport at the proposed site, plus the related development that would build up around it, would probably destroy the Everglades."

"It is our responsibility to protect this vast natural area for the enjoyment of future generations. Therefore, we were not in favor of gambling with a park unique in the world on the theory that somehow a major jetport and the Everglades could co-exist."

The agreement, recognizing the "need for a South Florida regional airport, the construction of which must be completed before the end of the decade, "is effective for three years, after which it may be renewed by mutual consent."

The agreement provides that the Department of the Interior will undertake a comprehensive program to determine the present condition of the environment, and will monitor the effect of operating at the training airport.

Dade County agreed that it "will not construct further runways, taxiways, buildings, structures or facilities of any type, except as required for fire, rescue and security purposes and will not improve or extend the use of the existing ... facilities already in place at the airport."

The Interior Department will also provide recommendations for uses of the Big Cypress Swamp, while Dade and Collier Counties agreed that they "will control, limit, and restrict all drainage," in the Big Cypress Swamp area "until a comprehensive land use plan is agreed to among all parties."

The Federal Government has the option to discontinue the training strip operations upon 90 days notice if they "endanger Everglades National Park or neighboring human resources."

The agreement provides that Dade County "will immediately undertake appropriate and necessary action, employing its best efforts, to locate a suitable site in South Florida for a regional airport adequate to accommodate passengers, cargo, mail and training facilities, and will pursue these efforts with due diligence."

The Federal Government agreed to "promptly develop and establish reasonable criteria, including environmental criteria, against which proposed sites for a regional airport ... shall be measured" and that evaluation will include recommendations made by the Department of the Interior.

"Quarterly reports of its efforts and progress shall be made to the United States, after which they may be made available to the public.

"When such a regional airport site has been acquired, priority shall be given to the construction of training facilities, and when such facilities have been completed, all training operations conducted at the (current) airport shall be transferred to such site."

The agreement carries a 90-day termination in the event the Departments of Transportation and Interior consider that "Dade County is not diligently attempting to locate a site for a regional airport."

The environmental safeguards for the current training facility include:

- No further drainage within the present site.
- Prohibition against disposal of solid wastes at site.
- Sewage and waste treatment subject to applicable water quality standards and additional criteria that U. S. and Florida may establish.

- That no flights using the training facility would be made at less than 5,000 feet over the National Park, except when instrument flight rules prevail.
- Culverts at the airport must be of sufficient size and properly located to maintain the historic water flow.
- The fueling of aircraft at the facility is prohibited, except on an emergency basis.
- The use of detergents, pesticides and the like is prohibited except upon written consent of the United States.

Miami International Airport, near downtown Miami, already is operating at more than its rated capacity of 437,000 take-offs and landings a year. During 1968, there were 445,000 operations at Miami International. About one-fourth of these were for airline training purposes.

Dade County Port Authority figures show that by 1980 the area will need facilities for nearly 750,000 take-offs and landings a year. Dade County officials have told Federal officials that it is not possible to expand Miami International Airport to meet these future needs.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 1670
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today pledged to intensify his Department's highway safety efforts and installed Douglas Toms of Olympia, Washington, to do the job. Toms was sworn in as Director of the Department of Transportation's National Highway Safety Bureau.

"He has the right philosophy," Secretary Volpe said of Toms. "He sees the problem whole. He knows that safety is no simple matter and requires a three-pronged campaign to improve the highway, the automobile and the driver."

Prior to his nomination by President Nixon to the post, Toms, 39, was Director of the Department of Motor Vehicles for the State of Washington, a position he had held since March, 1965.

He is President of the American Association of Motor Vehicle Administrators.

Toms is a former educator and was a member of the faculty at California State College of Los Angeles. He holds a B.S. Degree in Economics, an M.A. in Traffic Administration and is a Ph.D. candidate at Michigan State University.

Toms succeeds Dr. William Haddon, Jr.

Deputy Director Dr. Robert Brenner had been Acting Director of the National Highway Safety Bureau prior to Mr. Toms appointment.

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011570



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR FRIDAY RELEASE
January 16, 1970

DOT -- 1770
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of Theodore N. McDowell, 44, of Washington, D.C., as Director of Information for the Department of Transportation.

Prior to accepting the appointment, Mr. McDowell was General Manager of News and Public Affairs and Secretary of The Evening Star Broadcasting Company of Washington.

Deputy Director of Information, Oscar O. Griffin, Jr., has been Acting Director of Information since May, 1969.

"We are fortunate in being able to obtain a Director with such extensive and broad experience in communicating information," Secretary Volpe said.

"Ted McDowell is ideally qualified to promote greater public understanding of the nation's transportation needs and problems and this Department's actions and plans for meeting the challenges."

McDowell joined the Washington Evening Star organization in 1947 as a reporter and has had extensive experience with the three major news media -- newspaper, radio and television.

He is Past President of the Associated Press Radio-Television Association and a former Director of the Radio Television News Directors Association.

A graduate of Duke University in 1947, McDowell served in the Navy during World War II.

McDowell has been active in the civic affairs of his native city of Washington, where he is Vice-Chairman of the Board of the National Cathedral School and a Director of Children's Hospital.

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DEPARTMENT OF TRANSPORTATION

NEWS

FAA Library

OFFICE OF THE SECRETARY

JAN 22 1970

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, January 16, 1970

Acquisitions
DOT - ~~Sept 70~~ Hq 610A
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today released the text of a proposed international aviation policy for the United States, drafted by an interagency steering committee.

President Nixon ordered the interagency review last August. It is the first comprehensive policy review since 1962-63, when high-capacity jet aircraft were coming into service.

Before submitting the statement to the President, the committee is distributing the draft proposals to users, carriers, and others who may be affected by the new policy.

Written comments on the proposal must be made to the Department of Transportation by January 31. The steering committee will hold an open meeting in Washington, D.C., on January 30 to listen to comments and answer questions.

The basic conclusions presented in the draft policy statement are:

1. The basic system of exchanging air transport rights through a structure of bilateral agreements should be continued. However, in negotiating agreements, an excessive price should not be paid for rights for which there is little near-term need. Attempts to restrict U.S. carrier operations abroad should be vigorously opposed.
2. Both scheduled and supplemental carriers should be permitted a fair opportunity to compete in the bulk transportation market.
3. The United States should work for the broadest range of potentially profitable services designed to appeal to the broadest consumer market and based on the lowest cost of operating an efficient air transport system. The United States should continue to accept the International Air Transport Association as the machinery for pricing scheduled services.

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4. Competition among air carriers tends to improve the quality of services, keeps prices reasonable and enlarges the market for all carriers. The United States should maintain a flexible policy on certificating competition among U.S. carriers on international routes. The policy should also distinguish between point to point competition of U.S. carriers and services to a particular foreign country from different sections of the United States. Within this framework, there may be future route possibilities for new U.S. carriers, as well as the present ones.
5. The international all-cargo services of U.S. flag carriers constitute an important national transportation capability serving commercial as well as national defense needs. The present bilateral system for exchanging all-cargo and other rights should be continued.
6. The primary objectives of the United States' policy on carrier liability are certainty, speed, and sufficiency of recovery by the injured party.
7. Foreign carriers of marginal financial resources should be required to maintain minimum amounts of liability insurance.
8. All practical measures to facilitate international air movement should be adopted.
9. Existing and proposed U.S. policies on user charges, fees and taxes are essentially sound.
10. All agencies must carefully consider the potential effects of international air transportation on balance of payments. U.S. Air transport policy during the 1970's should recognize that actions which improve the U.S. flag share of international air traffic also benefit U.S. payments.

The steering committee is chaired by the Department of Transportation and also includes representatives from the Departments of State, Commerce, Justice, Treasury, Defense, the Civil Aeronautics Board, the Council of Economic Advisors, the Bureau of the Budget and the National Security Council.

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URBAN MASS TRANSPORTATION ADMINISTRATION

FOR IMMEDIATE RELEASE

DOT--1970
Phone: (202) 963-5154

Carlos C. Villarreal, Administrator for the Urban Mass Transportation Administration in Washington, D. C., has scheduled a state-wide review of the public transportation situation in South Carolina.

The Administrator is visiting at the invitation of the South Carolina Congressional Delegation. This is an important step in Villarreal's plan to familiarize himself with public transportation problems across the nation. He has pledged support for the middle and small-sized cities, as well as larger metropolitan areas.

His first stop will be at Charleston on Monday. Public and transit officials from Charleston and Myrtle Beach have been invited to meet with Mr. Villarreal at 10:00 A.M.

At 3:30 that afternoon, officials from Columbia, Florence, Aiken, Orangeburg, and Sumter will meet in Columbia. On Tuesday, January 20, officials from Greenville, Rock Hill, Greenwood, Spartanburg, and Anderson have been invited to meet in Greenville at 10:00 A.M.

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011670



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

JAN 22 1970

FOR IMMEDIATE RELEASE

DOT -- 2170
Acquisition Phone: (202) 963-5154
Section Hq 610A

Continued collaboration in research and development of technology in transportation between the United States and the Federal Republic of Germany was assured at a meeting of Secretary of Transportation John A. Volpe with Germany's Minister of Transport and of Postal Affairs and Communications Georg Leber.

Their meeting on January 15 was a continuation of discussions initiated by Secretary Volpe's visit to Germany in June, 1969, and served to strengthen the cooperation between the two nations in the field of transportation research and development.

The transportation officials of the two nations stressed the importance of potential savings by avoiding wasteful and time-consuming duplication in transportation research efforts.

Much of the discussion was devoted to transportation safety and environmental considerations in the extension of existing transportation systems and in the development of new technology.

Rolf Pauls, German Ambassador to the United States and Under Secretary of Transportation James M. Beggs participated in the meeting.

It was agreed to give priority to continuing collaboration.

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011670



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, January 19, 1970

DOT -- 2270
Phone: (202) 963-5154

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Secretary Volpe described the publication as "the finest consumer information package in automotive history"

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The information covers three specific areas: Stopping ability, acceleration and passing; and tire reserve load and will be expanded as information on additional performance areas is required. A number of additional performance categories are under consideration, including side door strength and driver's field of view.

- more -

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011970

FOR RELEASE 3:00 P.M.
Tuesday, January 20, 1970

DOT--2070
Phone: (202) 963-5154

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For further information: Mayor Clyde E. Fant
City of Shreveport
Shreveport, Louisiana 70102

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FEB 6 1970

IMMEDIATE RELEASE

NOT
FOR RELEASE

DOT -- 2670
Phone: (202) 963-5154

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The meeting followed an announcement by Secretary Volpe and Robert Finch, Secretary of Health, Education and Welfare that the nation's airlines have agreed to an anti-pollution program for aircraft engines.

"The purpose of our discussions," said Secretary Volpe, "was not to propose any formal arrangements or understandings, but to exchange information and to foster closer cooperation between the two Departments."

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Minister Jamieson explained to Department of Transportation officials that Canada's primary interest was in the development of northern Canada and pointed out that he was relying on an intermodal approach to the problem.

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012070



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
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DOT -- 2470
Phone: (202) 963-5154

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"They set an example of diligence and dedication that all too many people these days want to escape. I say truck drivers are really typical of the American character because they know the meaning of individual effort, self-reliance and responsibility. These are the traits that have made this country great."

As a driver for the Adley Express Company of New Haven, Connecticut, DeLucia covers more than 156,000 miles per year on his run between New Haven and Richmond, Virginia. In his 34-years and 3.5 million miles as a professional driver, DeLucia has had one minor chargeable accident.

In 1960, DeLucia received the Pro Meritis Medal, the trucking industry's highest award for heroism, for his action on October 11, 1958, when he rescued a woman trapped in a flaming car entangled in high tension wires.

DeLucia was named the Connecticut Motor Transport Association's 1948 Driver of the Year after being cited for five acts of heroism in a single month. He also was named his state's driver of the year in 1947, 1960, 1961, and 1969.

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012170



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, January 15, 1970

JAN 16 1970

Acquisition
Section

DOT -- 1570

Phone: (202) 963-5154

Secretary of Transportation John A. Volpe and Secretary of the Interior Walter J. Hickel today announced that Dade County has agreed to seek an alternate site for the commercial jetport proposed near Everglades National Park and that the current site will be restricted to training flights.

The agreement governing future airport construction in the South Florida area will be signed Friday by the two Departments, the State of Florida, the Dade County Port Authority, and Collier County.

Dade County Commissioners ratified the agreement Thursday.

The agreement specifies that the Port Authority will immediately begin a search to relocate the commercial airport site presently planned in the Big Cypress Swamp area adjacent to the Everglades.

The agreement also provides that the facilities already constructed on the site will be used only as a one-runway airport for flight training purposes and that such operations will be carried out under strict environmental safeguards designed to protect the National Park.

Such training facilities would eventually be transferred to the alternate commercial site.

The two Departments agreed that Dade County will not be required to abandon the current airport site until "an alternate site has been agreed upon and acquired without cost to Dade County, and training facilities substantially equivalent to those now existing at the airport have been constructed on the site without cost to Dade County."

At the same time, Dade County would convey title of the abandoned airport "to the government agencies or public bodies,

- more -

or both ... which have provided the funds or land for the alternate site."

The State of Florida agreed to assist Dade County in locating a new site and "in the event title to such site selected or any part thereof shall be in the State, the State shall convey the same to Dade County without cost."

The two Departments also concluded an inter-agency agreement for coordination in the selection of an alternate commercial jetport site and the protection of the ecological and environmental balance of Everglades National Park and the entire South Florida region.

"It is extremely gratifying to me to have been a part of this extraordinary agreement between the Federal Government and local officials of Dade County to protect one of nature's most beautiful areas," Secretary Volpe said.

"We entered these negotiations with agreement by all parties to protect the Park, and this contract proves these good intentions to provide the maximum possible protection for community and environmental values, consistent with the transportation needs of a growing nation."

Secretary Hickel said that resolution of the Problem was symbolic of American awareness of the importance of the environment. "Our best information is that the impact of constructing and operating a commercial jetport at the proposed site, plus the related development that would build up around it, would probably destroy the Everglades.

"It is our responsibility to protect this vast natural area for the enjoyment of future generations. Therefore, we were not in favor of gambling with a park unique in the world on the theory that somehow a major jetport and the Everglades could co-exist."

The agreement, recognizing the "need for a South Florida regional airport, the construction of which must be completed before the end of the decade, "is effective for three years, after which it may be renewed by mutual consent."

The agreement provides that the Department of the Interior will undertake a comprehensive program to determine the present condition of the environment, and will monitor the effect of operating at the training airport.

Dade County agreed that it "will not construct further runways, taxiways, buildings, structures or facilities of any type, except as required for fire, rescue and security purposes and will not improve or extend the use of the existing ... facilities already in place at the airport."

The Interior Department will also provide recommendations for uses of the Big Cypress Swamp, while Dade and Collier Counties agreed that they "will control, limit, and restrict all drainage," in the Big Cypress Swamp area "until a comprehensive land use plan is agreed to among all parties."

The Federal Government has the option to discontinue the training strip operations upon 90 days notice if they "endanger Everglades National Park or neighboring human resources."

The agreement provides that Dade County "will immediately undertake appropriate and necessary action, employing its best efforts, to locate a suitable site in South Florida for a regional airport adequate to accommodate passengers, cargo, mail and training facilities, and will pursue these efforts with due diligence."

The Federal Government agreed to "promptly develop and establish reasonable criteria, including environmental criteria, against which proposed sites for a regional airport ... shall be measured" and that evaluation will include recommendations made by the Department of the Interior.

"Quarterly reports of its efforts and progress shall be made to the United States, after which they may be made available to the public.

"When such a regional airport site has been acquired, priority shall be given to the construction of training facilities, and when such facilities have been completed, all training operations conducted at the (current) airport shall be transferred to such site."

The agreement carries a 90-day termination in the event the Departments of Transportation and Interior consider that "Dade County is not diligently attempting to locate a site for a regional airport."

The environmental safeguards for the current training facility include:

- No further drainage within the present site.
- Prohibition against disposal of solid wastes at site.
- Sewage and waste treatment subject to applicable water quality standards and additional criteria that U. S. and Florida may establish.

- That no flights using the training facility would be made at less than 5,000 feet over the National Park, except when instrument flight rules prevail.
- Culverts at the airport must be of sufficient size and properly located to maintain the historic water flow.
- The fueling of aircraft at the facility is prohibited, except on an emergency basis.
- The use of detergents, pesticides and the like is prohibited except upon written consent of the United States.

Miami International Airport, near downtown Miami, already is operating at more than its rated capacity of 437,000 take-offs and landings a year. During 1968, there were 445,000 operations at Miami International. About one-fourth of these were for airline training purposes.

Dade County Port Authority figures show that by 1980 the area will need facilities for nearly 750,000 take-offs and landings a year. Dade County officials have told Federal officials that it is not possible to expand Miami International Airport to meet these future needs.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 1670
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today pledged to intensify his Department's highway safety efforts and installed Douglas Toms of Olympia, Washington, to do the job. Toms was sworn in as Director of the Department of Transportation's National Highway Safety Bureau.

"He has the right philosophy," Secretary Volpe said of Toms. "He sees the problem whole. He knows that safety is no simple matter and requires a three-pronged campaign to improve the highway, the automobile and the driver."

Prior to his nomination by President Nixon to the post, Toms, 39, was Director of the Department of Motor Vehicles for the State of Washington, a position he had held since March, 1965.

He is President of the American Association of Motor Vehicle Administrators.

Toms is a former educator and was a member of the faculty at California State College of Los Angeles. He holds a B.S. Degree in Economics, an M.A. in Traffic Administration and is a Ph.D. candidate at Michigan State University.

Toms succeeds Dr. William Haddon, Jr.

Deputy Director Dr. Robert Brenner had been Acting Director of the National Highway Safety Bureau prior to Mr. Toms appointment.

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011570



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR FRIDAY RELEASE
January 16, 1970

DOT -- 1770
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of Theodore N. McDowell, 44, of Washington, D.C., as Director of Information for the Department of Transportation.

Prior to accepting the appointment, Mr. McDowell was General Manager of News and Public Affairs and Secretary of The Evening Star Broadcasting Company of Washington.

Deputy Director of Information, Oscar O. Griffin, Jr., has been Acting Director of Information since May, 1969.

"We are fortunate in being able to obtain a Director with such extensive and broad experience in communicating information," Secretary Volpe said.

"Ted McDowell is ideally qualified to promote greater public understanding of the nation's transportation needs and problems and this Department's actions and plans for meeting the challenges."

McDowell joined the Washington Evening Star organization in 1947 as a reporter and has had extensive experience with the three major news media -- newspaper, radio and television.

He is Past President of the Associated Press Radio-Television Association and a former Director of the Radio Television News Directors Association.

A graduate of Duke University in 1947, McDowell served in the Navy during World War II.

McDowell has been active in the civic affairs of his native city of Washington, where he is Vice-Chairman of the Board of the National Cathedral School and a Director of Children's Hospital.

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DEPARTMENT OF TRANSPORTATION

NEWS

FAA Library

OFFICE OF THE SECRETARY

JAN 22 1970

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, January 16, 1970

Acquisitions
DOT - ~~Sept 70~~ Hq 610A
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today released the text of a proposed international aviation policy for the United States, drafted by an interagency steering committee.

President Nixon ordered the interagency review last August. It is the first comprehensive policy review since 1962-63, when high-capacity jet aircraft were coming into service.

Before submitting the statement to the President, the committee is distributing the draft proposals to users, carriers, and others who may be affected by the new policy.

Written comments on the proposal must be made to the Department of Transportation by January 31. The steering committee will hold an open meeting in Washington, D.C., on January 30 to listen to comments and answer questions.

The basic conclusions presented in the draft policy statement are:

1. The basic system of exchanging air transport rights through a structure of bilateral agreements should be continued. However, in negotiating agreements, an excessive price should not be paid for rights for which there is little near-term need. Attempts to restrict U.S. carrier operations abroad should be vigorously opposed.
2. Both scheduled and supplemental carriers should be permitted a fair opportunity to compete in the bulk transportation market.
3. The United States should work for the broadest range of potentially profitable services designed to appeal to the broadest consumer market and based on the lowest cost of operating an efficient air transport system. The United States should continue to accept the International Air Transport Association as the machinery for pricing scheduled services.

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4. Competition among air carriers tends to improve the quality of services, keeps prices reasonable and enlarges the market for all carriers. The United States should maintain a flexible policy on certificating competition among U.S. carriers on international routes. The policy should also distinguish between point to point competition of U.S. carriers and services to a particular foreign country from different sections of the United States. Within this framework, there may be future route possibilities for new U.S. carriers, as well as the present ones.
5. The international all-cargo services of U.S. flag carriers constitute an important national transportation capability serving commercial as well as national defense needs. The present bilateral system for exchanging all-cargo and other rights should be continued.
6. The primary objectives of the United States' policy on carrier liability are certainty, speed, and sufficiency of recovery by the injured party.
7. Foreign carriers of marginal financial resources should be required to maintain minimum amounts of liability insurance.
8. All practical measures to facilitate international air movement should be adopted.
9. Existing and proposed U.S. policies on user charges, fees and taxes are essentially sound.
10. All agencies must carefully consider the potential effects of international air transportation on balance of payments. U.S. Air transport policy during the 1970's should recognize that actions which improve the U.S. flag share of international air traffic also benefit U.S. payments.

The steering committee is chaired by the Department of Transportation and also includes representatives from the Departments of State, Commerce, Justice, Treasury, Defense, the Civil Aeronautics Board, the Council of Economic Advisors, the Bureau of the Budget and the National Security Council.

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DOT--1970
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NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

JAN 22 1970

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DOT -- 2170
Acquisition Phone: (202) 963-5154
Section Hq 610A

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City of Shreveport
Shreveport, Louisiana 70102

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FEB 6 1970

IMMEDIATE RELEASE

AUT
Post - 4 2404

DOT -- 2670
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012070



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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

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"They set an example of diligence and dedication that all too many people these days want to escape. I say truck drivers are really typical of the American character because they know the meaning of individual effort, self-reliance and responsibility. These are the traits that have made this country great."

As a driver for the Adley Express Company of New Haven, Connecticut, DeLucia covers more than 156,000 miles per year on his run between New Haven and Richmond, Virginia. In his 34-years and 3.5 million miles as a professional driver, DeLucia has had one minor chargeable accident.

In 1960, DeLucia received the Pro Meritis Medal, the trucking industry's highest award for heroism, for his action on October 11, 1958, when he rescued a woman trapped in a flaming car entangled in high tension wires.

DeLucia was named the Connecticut Motor Transport Association's 1948 Driver of the Year after being cited for five acts of heroism in a single month. He also was named his state's driver of the year in 1947, 1960, 1961, and 1969.

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012170



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FEB 8 1970
Administrative
Section Mr. OLOA

FOR IMMEDIATE RELEASE

DOT -- 2570
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today said Federal employees in the National Capital Area set a new record with Combined Federal Campaign contributions totaling \$7,980,616. This represents 108% of the 1969 goal of \$7,403,207.

Secretary Volpe, who headed this year's drive, complimented all Federal employees in the Washington area. "The campaign results demonstrate the deep concern of Federal employees for their less fortunate fellow man," Secretary Volpe said.

CFC contributions will be distributed to the United Givers Fund, \$6,011,000, National Health Agencies, \$1,402,194 and International Service Agencies, \$567,422.

Secretary Volpe announced that 41 of the 98 Federal agencies have reached or exceeded 100% of their dollar goal. He said that the average contribution this year was \$25.00 compared to \$23.48 last year.

Assisting Secretary Volpe as Co-Chairmen in this campaign were Secretary of the Navy John H. Chafee, NASA Administrator Thomas O. Paine and Civil Service Commissioner James E. Johnson.

For further information: Bob Bannon
Campaign Director
962-8413

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012170

FOR RELEASE FRIDAY, 3:00 P.M.
January 23, 1970

DOT -- 2770
Phone: (202) 963-5154

Special bus routes connecting unemployed residents of Detroit's inner city with suburban jobs will begin soon under a Department of Transportation grant.

Secretary of Transportation John A. Volpe announced today awarding of \$315,000 in Federal funds to the Southeastern Michigan Transportation Authority (SEMTA) to establish and operate the special routes, specifically aimed at providing access to jobs for hard-core unemployed.

The grant will be administered by the Department's Urban Mass Transportation Administration.

Specifically, seven routes will link points in the inner city residential area with seven suburban industries: three Ford Motor Company plants; two Chrysler Corporation stamping plants; McClouth Steel Company, and the Ling-Temco-Vought Aerospace plant.

A unique feature of the project is that it tends to link small neighborhoods with specific job sites. Baltimore has a similar program, although their's is a "job retention" rather than a "job hiring" transit project.

The routes will be timed with shift changes. One-way fares will range from 30 to 40 cents.

The program was initiated when a study showed that thousands of suburban jobs went begging for want of adequate transportation for inner employed inner city residents.

Regular bus service between the suburbs and downtown Detroit passes up the inner city residential area, being by-and-large a direct link between the suburbs and Detroit's central business district, which is surrounded by the inner city residential area.

The new demonstration program will, in effect, provide a "reverse commute" link for the inner city residents.

Secretary Volpe said of the grant, "A major goal of this Department is providing adequate public transportation to persons who cannot avail themselves of private automobiles. This project fits that need perfectly.

"Unemployment is a major problem in our cities today, and inadequate transportation to jobs is a reason for urban unrest. This project is one more step toward lessening the problem of unemployment."

UMTA Administrator Carlos C. Villarreal said of the grant, "This is a very worthwhile project. It meets the criteria of our program efforts to have public transportation serve all the people of the city. Job transportation is a very high priority with us. We are pleased that the people of the Detroit region are moving ahead on this project."

The demonstration project will last 24 months, at which time it will be decided whether to extend the project or otherwise continue the special routes on a regular basis.

Total cost of the project is \$350,000, the balance of funds to come from local sources.

Four transit companies -- Detroit Street Railway, Great Lakes Transit, Metropolitan Coach and Lake Shore Coach -- will participate in the project. Eight public and private organizations conceived the project and will continue to advise on it, including the Neighborhood Service Program, Model Cities Board, Mayor's Committee for Human Resources Development, New Detroit, Inc., National Alliance of Businessmen, Greater Detroit Chamber of Commerce, Southeast Michigan Council of Governments and the Michigan Employment Security Commission.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

12449 2300
FEB 11 1970

Acquisitions
Section Hq 610A

FOR RELEASE SUNDAY
January 25, 1970

DOT -- 2870
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a new Department of Transportation program to demonstrate more effective means of attacking peak-hour traffic congestion in urban areas.

"Battling peak-hour congestion is a frustrating twice-a-day experience for millions of Americans and is causing increased problems in our urban areas," Secretary Volpe said.

He said that applications for grants under the new Urban Corridor Demonstration Program should be submitted to the Department of Transportation by April 1, 1970. Details about the program are contained in a pamphlet being sent to highway departments, transit groups and urban officials.

Secretary Volpe said the new program combines the resources of the Department's Federal Highway Administration (FHWA), headed by Francis C. Turner, and the Urban Mass Transportation Administration (UMTA), under Carlos C. Villarreal, and will be coordinated by the Assistant Secretary for Environment and Urban Systems, J. D. Braman.

"This spearhead program is one of the Department's continuing efforts to provide a mechanism for integration and coordination among different forms of transportation," Secretary Volpe said.

Assistant Secretary Braman explained that one of the main purposes of the new program is to learn how best to knit together mass transit and highway activities to make more effective use of both.

Administrators Turner and Villarreal said that a total of \$2 million in corridor demonstration planning grants, \$1 million from each administration, is available to local public bodies. These planning grants will not require local matching funds, they said. Implementation grants are available through the two administrations.

Mr. Braman said that urban areas with populations in excess of 200,000 may qualify for the urban corridor program. Ten to 12 demonstration metropolitan areas across the country will be selected shortly thereafter.

"Corridor projects will be concerned with all aspects of the peak-hour trip -- from the time the commuter leaves his home in the morning until he arrives at work and from the time he leaves work and arrives back home," he said.

The program will be concerned with all phases of the trip: pick-up and delivery of commuters at the low-density portion of the corridor; line haul; and passenger pick-up and delivery in the central business district.

"In the first phase of the trip", Administrator Turner said, "access to transit can frequently be improved by providing fringe parking near transit facilities.

"Line haul improvements might include preferential treatment for buses (for example, exclusive bus lanes), intersection modifications and electronic traffic surveillance and control systems," he added.

Administrator Villarreal pointed out that "improvements in the central business district might include separation of pedestrian and vehicle movements (for example, pedestrian over-passes), minibuses, staggered work hours, new traffic regulations, and exclusive lanes for buses."

He stated that construction under this program would normally be limited to parking facilities, additional ramps, turnoffs and intersection improvements. Under certain circumstances, new lanes for the exclusive use of buses could be built.

Information about the program may be obtained from the Office of the Secretary of Transportation, the Urban Mass Transportation Administration or field offices of the Federal Highway Administration.

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FOR IMMEDIATE RELEASE

DOT -- 2970
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today said that President Richard M. Nixon announced his intention to nominate Charles D. Baker as Assistant Secretary of Transportation for Policy and International Affairs.

Baker succeeds Dr. Paul Cherington who resigned recently to return to Harvard Graduate School of Business as James J. Hill Professor of Transportation. It will be effective February 15.

Dr. Cherington, 51, was on leave from Harvard, where he had been on the faculty since 1950, to serve as Assistant Secretary.

"It is with deep regret that I accept the resignation of Dr. Cherington," Secretary Volpe said, "but I can understand his desire to return to the academic world that has been his life. Though his tenure has been short, it has been dynamic. He has made a positive contribution to transportation in America.

"The regret I feel at my friend's departure, however, is tempered by the knowledge that we have one of the brightest young men in government today -- Charles Baker -- willing to take on the difficult tasks assigned to an Assistant Secretary for Policy and International Affairs. President Nixon could not have chosen a more capable and enthusiastic man for the job."

Dr. Cherington was nominated as Assistant Secretary by President Nixon on February 11, 1969, the same day Secretary Volpe appointed Baker as Deputy Under Secretary.

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Dr. Cherington had been James J. Hill Professor of Transportation at Harvard since 1963, where he was engaged in teaching and research work in the air transportation and business-government relations fields.

A resident of Cambridge, Massachusetts and Meriden, New Hampshire, Dr. Cherington will continue to serve Secretary Volpe as a consultant and adviser.

Before his appointment at the Department of Transportation, Baker was Vice President and Director of Transportation Services for Harbridge House, Inc., an international management consulting firm in Boston, Massachusetts. Prior to joining Harbridge House in 1965, Baker was Vice President and Treasurer and Manager of Management Services Division of United Research, Inc., also a management consulting firm. From 1955 to 1961 he was employed by the Westinghouse Electric Corporation.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 3070
Phone (202) 963-5154

A group of experts on air traffic controller personnel problems will present their recommendations Thursday to Secretary of Transportation John A. Volpe.

The seven-member panel was appointed last July by Secretary Volpe to study the career needs of the air traffic controllers and the Department of Transportation's employment policies and procedures which govern them.

John F. Corson of Arlington, Va., a noted consultant, executive and educator, is chairman of the panel, which has visited air traffic centers and towers throughout the nation interviewing controllers and studying their problems.

Other members of the panel are James M. Mitchell of Washington, D.C., Director of the Advanced Study Group at Brookings Institution; Stanley H. Ruttenberg of Bethesda, Maryland, editor of the Manpower Information Service for the Bureau of National Affairs; Inc.; Dr. Alan C. Catterson of Seabrook, Texas, Deputy Director of Medical Research and Operations at the National Aeronautics and Space Administration's Manned Space Center; also Peter W. Bernhard of North Babylon, New York, an air traffic controller for 13 years and presently co-owner of an electronic manufacturing and installation company; Robben W. Fleming of Ann Arbor, Michigan, President of the University of Michigan, and Arthur D. Lewis of New Canaan, Connecticut, former president of Eastern Air Lines and presently a New York investment banker.

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DEPARTMENT OF TRANSPORTATION

3400
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

DOT -- 3770
Phone: (202) 963-5154

FOR IMMEDIATE RELEASE

Secretary of Transportation John A. Volpe announced last night that the Department of Transportation has asked for bids to build two prototype experimental safety automobiles.

The announcement was made in a speech Tuesday evening before the Worcester, Massachusetts, Chamber of Commerce.

The Department will later select the better of the two prototypes and have 12 additional models built for extensive testing. The car will be a standard size, five-passenger, four-door sedan with a curb weight of about 4,000 pounds.

"This car will be a mobile crash laboratory," Secretary Volpe said. "It must be safe in any type of crash up to 50 miles an hour. It must be able to crash into a concrete barrier at 50 miles an hour with no injury to the occupants. It must be capable of rolling over at 70 miles per hour with the passenger compartment still intact.

"It must offer new handling and braking capabilities superior to anything on the market today. It will provide improved visibility for the driver and it will be powered by an engine which can effectively use low pollution fuels."

Secretary Volpe said the Department's program is only a beginning. "Our plans call for us to build additional safety cars in models other than sedans -- and be capable of withstanding crashes at greater speeds," he said.

Hopefully, Secretary Volpe said, "the auto industry will seize on the new safety improvements we develop and will incorporate them in production models. These cars will also be used in setting future standards of safety for the manufacture of production automobiles."

- more -

In an effort to stimulate new thinking on automobile construction, the Department intends to award a contract for at least one of the prototypes outside the automobile industry.

The objectives of the Department's safety car program are to:

- * Demonstrate that significant advances in automotive safety performance and crash survival are technically feasible;
- * Stimulate a public awareness of the potential advanced automotive safety design has for reducing deaths, injuries and economic loss;
- * Encourage the automotive industry to increase motor vehicle safety research and accelerate the introduction of advanced safety systems into production models; and
- * Apply engineering data from evaluation and testing of experimental safety vehicles to the development of new safety standards.

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012870



DEPARTMENT OF TRANSPORTATION

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FAA Library

JAN 30 1970

FOR IMMEDIATE RELEASE

DOT -- 3170
Acquisitions Section Hq 610A Phone (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of William L. Bush of Tacoma, Washington, as Deputy Director-designate for Region 8 of the Emergency Transportation Unit of the National Defense Executive Reserve.

Mr. Bush is Director of Transportation for the Weyerhaeuser Company.

More than 4,000 business executives serve as members of the National Defense Executive Reserve and about 450 of them are members of the Department of Transportation's Emergency Transportation Unit.

A native of San Francisco, Bush came to the Northwest in 1953 with Standard Oil of California and joined his present employer in 1961. He is a 1934 graduate of the University of California at Berkeley and served in the U.S. Army during World War II.

Executives are selected to serve in key civilian posts of the Federal Government in the event of a national defense emergency. They are organized into a National Headquarters Group and eight regional groups covering the United States.

They assume responsibility for leadership within the National Defense Executive Reserve for recruitment, organization, training, and liaison with the Office of Emergency Transportation in the Department of Transportation.

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

STATEMENT OF JOHN A. VOLPE, SECRETARY, DEPARTMENT OF TRANSPORTATION, BEFORE THE SUBCOMMITTEE ON ENERGY, NATURAL RESOURCES, AND THE ENVIRONMENT, SENATE COMMERCE COMMITTEE, REGARDING THE PROPOSED FEDERAL LOW-EMISSION VEHICLE PROCUREMENT ACT (S. 3072), THURSDAY, JANUARY 29, 1970

Mr. Chairman and members of the Committee:

I appreciate this opportunity to appear before you today to discuss the proposed Federal Low-Emission Vehicle Procurement Act (S. 3072).

Air pollution is one of the most serious problems facing America today, and the automobile is its principal cause. We are particularly concerned about this in the Department of Transportation, and we recognize fully the need to attack the problem on the broadest possible basis.

As a Nation, we have taken justifiable pride in our pursuit of an ever-improving standard of living, holding out to our children the hope and promise of a better life. However, we now find that the automobile--which has been a major factor in raising our standard of living--has also become a major public health problem through its contribution to air pollution. Air pollution has become, literally, a black mark on our Nation. It could threaten our very existence.

The statistics on our national output of air pollution give us some indication of the magnitude of the problem. In 1966, about 190 million tons of pollutants were dumped into the air. Motor vehicles contributed about 90 million tons to the total. No other single source of air pollution approaches this magnitude. In our largest cities, the motor vehicle is a particularly heavy contributor to the pollution problem.

Air pollution affects us in many ways. It strikes at people, property, and even plant life. It is a national burden from the standpoint of health, economics, and aesthetics. Because the automobile is by far the greatest contributor to air pollution, the outlook is particularly depressing when one considers that vehicular traffic will double in 15 years if the present growth rate continues.

Our choice is clear. We must solve the pollution problem or stop the growth. This is the message which I intend to handcarry to Detroit on the 12th and 13th of February. At that time, I hope to explore the problem in depth with each of the major automobile manufacturers.

The principal effort of the Federal Government thus far in attempting to control air pollution from vehicles has been the establishment of emission standards respecting the output by internal combustion engines of carbon monoxide and hydrocarbons. This effort has brought about some appreciable reductions on a per vehicle basis, but more needs to be done because of the continuing growth in the number of engines in use. There remains some doubt whether, over the long run, improvements in the internal combustion engine can be an adequate solution to the auto pollution problem. There is a body of technical opinion holding that, in the face of increasing auto use, it will be necessary to develop an entirely new propulsion system.

The Department is attempting to reduce air pollution from both public and private vehicles. In December, two new types of buses designed to reduce pollution were demonstrated. One was equipped with the new

General Motors low-pollution device, sometimes referred to as the "environmental improvement kit." The other was an experimental turbine bus.

Two bus projects are now scheduled to begin. Diesel-powered buses equipped with the environmental improvement kit will go into service in San Francisco and here in Washington to test their performance under normal operating conditions. We will make available nearly \$250,000 for these projects. We expect to provide the State of California an additional amount, about \$550,000, to conduct another test program involving steam buses.

I intend to use our Urban Mass Transportation Program as a major element in the fight against pollution. In every project for financial assistance to States and local public bodies for the improvement of equipment for use in mass transportation in urban areas, we intend to take full advantage of the opportunity and obligation to assure that the equipment will be designed and used to minimize air pollution. The Department of Health, Education and Welfare is, of course, responsible for the establishment of standards for motor vehicle emissions. That Department has the expertise for determining the impact of pollution on our health and well-being, and we look to them for leadership.

Turning to S. 3072, the bill before the Committee today, I would like to make only one or two points at this time. The bill would allow the Federal Government to pay a premium to procure low-emission vehicles as an incentive for the production of low-pollution engines. While there would, of course, be a question as to whether such a proposal

would provide sufficient incentive for the accomplishment of the necessary research and development, it is an interesting approach to the pollution problem, and is deserving of close attention.

In his State of the Union Message, the President stressed the need to intensify research in engine design and to establish increasingly strict standards to alleviate the automobile pollution problem. Very shortly, he will submit to the Congress his program for pollution control. I would urge that the Committee delay its consideration of S. 3972 until it has had an opportunity to examine the President's program.

Mr. Chairman, that concludes my prepared remarks. I would be happy to answer any questions the Committee may have.



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NEWS

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WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 3270

Phone (202)963-5154

JAN 30 1970

Secretary of Transportation John A. Volpe today announced the appointment of Joseph A. Connors as Deputy Director-designate for Region 1 of the Emergency Transportation Unit of the National Defense Executive Reserve.

Mr. Connors is President of Transport Traffic and Sales Corporation of New York City.

More than 4,000 business executives serve as members of the National Defense Executive Reserve and about 450 of them are members of the Department of Transportation's Emergency Transportation Unit.

Prior to joining his present firm, Connors was Vice President of Puritan Transportation Company. He is a native New Yorker, attended City College of New York and served in the U.S. Army Transportation Corps during World War II.

Executives are selected to serve in key civilian posts of the Federal Government in the event of a national defense emergency. They are organized into a National Headquarters Group and eight regional groups covering the United States.

They assume responsibility for leadership within the National Defense Executive Reserve for recruitment, organization, training, and liaison with the Office of Emergency Transportation in the Department of Transportation.



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JAN 30 1970

FOR IMMEDIATE RELEASE

Acquisitions
Section # 610A DOT -- 3370
Phone (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of Charles M. Donley as Deputy Director-designate for Region 2 of the Emergency Transportation Unit of the National Defense Executive Reserve.

Mr. Donley heads Charles Donley and Associates of Pittsburgh, freight traffic management, product distribution and transportation research consultants.

More than 4,000 business executives serve as members of the National Defense Executive Reserve and about 450 of them are members of the Department of Transportation's Emergency Transportation Unit.

A native of Pittsburgh and graduate of Washington and Jefferson College, Donley served in the Navy during World War II and formed his consulting firm upon completion of military service.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 3470
Phone (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of Roger W. Gerling as Director-designate for Region 4 of the Emergency Transportation Unit of the National Defense Executive Reserve.

Mr. Gerling is Executive Vice President of Spector Freight Systems, Inc. of Chicago, Illinois.

More than 4,000 business executives serve as members of the National Defense Executive Reserve and about 450 of them are members of the Department of Transportation's Emergency Transportation Unit.

A graduate of the University of Wisconsin, Gerling served in the Army during World War II and attained the rank of Captain. He joined Spector Freight Systems in 1955 as Director of Sales after serving as Executive Secretary for the American Trucking Associations from 1953 to 1955. He was engaged in private law practice from 1947 to 1950 and prior to that was a counsellor for the American Red Cross.

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They assume responsibility for leadership within the National Defense Executive Reserve for recruitment, organization, training, and liaison with the Office of Emergency Transportation in the Department of Transportation.



DEPARTMENT OF TRANSPORTATION

AA INFORMATION
NEWS
JAN 30 1970

Acquisitions
Section By 6181

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 3570
Phone (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of William T. Rutherford as Deputy Director-designate for Region 5 of the Emergency Transportation Unit of the National Defense Executive Reserve.

Mr. Rutherford is Vice President and Regional Sales Manager of the St. Louis San Francisco Railway in Tulsa, Oklahoma.

More than 4,000 business executives serve as members of the National Defense Executive Reserve and about 450 of them are members of the Department of Transportation's Emergency Transportation Unit.

A native of Texas, Rutherford joined the St. Louis San Francisco Railway in 1935 and attained his present position in 1961.

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They assume responsibility for leadership within the National Defense Executive Reserve for recruitment, organization, training, and liaison with the Office of Emergency Transportation in the Department of Transportation.

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013070

FOR IMMEDIATE RELEASE

DOT -- 3670
Phone (202) 963-5154

Secretary of Transportation John A. Volpe has announced the appointment of Dr. W. Homer Turner of New York City, Vice President and Director of Studies in Philanthropy and Liberal Education for the Academy of Educational Development, to be a Special Consultant to the Urban Mass Transportation Administration.

Dr. Turner will work directly with UMTA Administrator Carlos C. Villarreal, advising on grants in urban transportation to colleges and universities and assisting in establishing research and development programs aimed at solving urban transportation problems.

Dr. Turner only recently joined AED. He was an executive in philanthropic work with U. S. Steel Corporation for 31 years since joining the nation's largest steel company in 1938.

At U. S. Steel, Dr. Turner was Assistant to the Chairman of the Finance Committee and Vice President and Executive Director of the firm's corporate-financed general welfare foundation.

A native of Atlanta, Georgia, Dr. Turner holds degrees in science, literature and law, and during his long career has been an engineer, newspaper reporter, magazine writer, lawyer, and assistant to the editor-in-chief in London for the Encyclopedia Britannica. Prior to joining U. S. Steel, Dr. Turner was a Director of Research and Marketing for Marshall Field & Company of Chicago.

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His varied talents are highlighted in separate "who's who." American Men of Science lists Dr. Turner as a politician and social scientist; Who's Who in Education points to his experience and training in public administration and Latin-American affairs; Who's Who in Journalism lists him as editor and author, while Who's Who in America records Dr. Turner as engineer, attorney, and executive.

As recently as 1968, Dr. Turner was called to the Vatican to advise on church policy in Latin America.

Dr. Turner administered U. S. Steel Foundation's area grant programs since the foundation was created in 1953. Especially in the fields of higher education, he has been involved with founding and consulting institutional programs for colleges and universities. He was rewarded for his work by being named recipient of the coveted American College Public Relations Association Medal.

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