



OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY June 1, 1970

DOT -- 11370 Phone: (202) 963-5105

BATON ROUGE, Louisiana -- Secretary of Transportation John A. Volpe announced here today that the Department of Transportation had awarded the first research and training grants in the field of transportation to predominantly black institutions.

Recipients announced at a press conference held here in conjuction with Secretary Volpe's Commencement Address at Southern University are Southern University, North Carolina A. & T. University, Greensboro, North Carolina, and Atlanta University, Atlanta, Georgia.

The three participating colleges were among 20 to be made by the Urban Mass Transportation Administration to 25 universities to establish research in problems of transportation in urban areas and to provide training for research or employment in the transportation field.

The grants to the black institutions are the result of a Task Force created by Secretary Volpe to find out why minority group schools never participated in the program.

The Task Force was composed of Ernest Ladeira, Liaison Officer for Intergovernmental Relations; Calvin Banks, Chief, Urban Programs Division, and Alfred Sweeney, Assistant Director of Information.

As a result of the Task Force's efforts, Secretary Volpe recommended guidelines be revised, to permit broader participation in the grant program.

The participating black colleges and grants are: Southern University, \$148,000; Atlanta University, \$158,000; and North Carolina A. & T. University, \$147,972.



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FOR RELEASE WEDNESDAY, P.M. June 3, 1970

DOT -- 11770 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the reappointment of four members of the Technical Pipeline Safety Standards Committee.

The 15-member committee helps the Department of Transportation frame safety standards for transporting natural gas by pipeline. Members serve three-year terms, with five terms expiring each year.

Reappointed for terms ending December 31, 1972, were:

Frederic A. Lang, consultant, Landenberg, Pennsylvania;

Allen F. Rhodes, Vice President, Research & Engineering, Rockwell Manufacturing Company, Pittsburgh, Pennsylvania;

Harold E. Shutt, Chief Electric & Gas Engineer, Illinois Commerce Commission, Springfield, Illinois;

Robert I. Snyder, Vice President, Southern California Gas Company, Los Angeles, California.

The fifth position for a term expiring December 31, 1972, will be filled by a member of a state regulatory agency at a later date. The Natural Gas Pipeline Safety Act of 1968 requires that two members of the committee be state regulatory commissioners. The position had been held by James A. Lundy, whose term on the New York Public Service Commission has expired.

The Committee evaluates and makes recommendations on all proposed gas pipeline safety standards and amendments for technical feasibility, reasonableness and practicability. It may also propose safety standards to the Secretary for his consideration.



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JUN 4 1970

FOR RELEASE THURSDAY NOON (EDT) June 4, 1970

DOT -- 11970 Rardez Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a \$300,000 grant aimed at providing the Nation's first passenger-carrying tracked air cushion vehicle transportation system which will serve the Los Angeles International Airport by late 1972.

The tracked air cushion vehicles will run on elevated concrete guideways at speeds up to 150 miles per hour from the airport up the San Diego Freeway to the San Fernando Valley.

The vehicle will be powered by electric linear induction motors (LIM) which are pollution free and virtually noiseless.

The airport terminal for the high-speed ground transportation line will be located in an area already earmarked for expansion by airport planners.

There will be one intermediate station on the line at Wilshire Boulevard, adjacent to the University of California at Los Angeles campus, and the line will terminate at the Sepulveda Dam Recreation area.

Passengers will be airline ticketed and their baggage collected at the Sepulveda and Wilshire stations. There will be no further baggage handling by passengers until they reach their ultimate destination.

Secretary Volpe, at a news conference today in Los Angeles, lauded the State of California and the City of Los Angeles, for their cooperation with the Department of Transportation in taking the first steps to develop this pace-setting project.

He announced a grant of \$50,000 to the Los Angeles Department of Airports to finance an initial feasibility study of the access line which is now nearing completion. He said he had approved an amendment to the same grant for an additional \$250,000 for preliminary engineering and marketing studies.

The total cost of the 16.3 mile line including guideways, stations and other supporting facilities is expected to be in excess of \$50 million. This cost will be divided essentially on a 50-50 basis by the Department of Transportation and the Los Angeles Department of Airports.

The tracked air cushion vehicle (TACV) runs on a thin cushion of air that supports and guides it and which is supplied by the vehicle itself.

Secretary Volpe noted that construction of the vehicles represents "a unique and imaginative approach."

"Firms interested in the field of high-speed ground transportation will be invited to produce the vehicle for this project.

"It must meet certain standards -- such as a speed capability of 150 miles per hour and at least 60 seat capacity. Vehicle suppliers will be invited to share the construction cost with the Government, embodying their best thinking on how to get a TACV/LIM running down a guideway by 1972," Secretary Volpe said.

He reported that thus far several firms have expressed interest in the project.

"We have high hopes that others will accept our invitation -- we'd like to have a least four prototypes running out of Los Angeles Airport in 1972.

"Certainly this type of system represents perhaps the most exciting new development today in the entire field of transportation and environmental control," he said.

The guideways for the vehicles will be raised from 20 to 60 feet along the San Diego Freeway right-of-way, assuring complete safety for TACV/LIM riders, as well as freeway motorists.

There will be two, U-shaped guideways constructed for two-way traffic and each will have a vertical metal reaction rail in its center to propel the linear induction motors. Electric power for the whole system will be supplied along the raised guideways.

Federal funds for the project will be provided by the Urban Mass Transportation Administration of the Department of Transportation.

The announcement culminated several years of research and development into tracked air cushion vehicles and linear induction motors by the Department's Office of High Speed Ground Transportation. OHSGT, a part of the Federal Railroad Administration, is charged with developing advance systems for faster and more efficient ground transportation.

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FOR RELEASE NOON (EDT) Thursday, June 4, 1970 DOT -- 12070 Phone: (202) 963-5106

Secretary of Transportation John A. Volpe today approved Palmdale, California, as the site of a new major airport for the Los Angeles area.

"Air traffic at Los Angeles is constantly increasing and the need for a new commercial airport is unquestioned," Secretary Volpe said. "The new facility -- capable of handling 100 million passengers annually -- will meet that need.

"The airport site is in Antelope Valley, north of the San Gabriel Mountains and outside of the Los Angeles Basin. Its location offers an opportunity to reduce air pollution in the Los Angeles Basin.

"The operation of a major airport entails noise and Palmdale will be no exception. However," Secretary Volpe noted, "Antelope Valley is now largely undeveloped. A well-planned community, building in conjunction with the airport, can minimize the noise problem. On balance, the Palmdale site can be an environmental asset."

The airport site is 43 miles north of downtown Los Angeles and is adjacent to Air Force Plant No. 42, which includes an operating airport. The contemplated facility will consist of two pairs of parallel runways 14,000 feet long, with a third pair of STOL (short take-off and landing) runways 3000 feet long. Including the Air Force facility, the airport will cover approximately 23,000 acres.



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FOR RELEASE WEDNESDAY P.M. June 10, 1970

DOT -- 12270 Phone: (202) 963-5154

The Department of Transportation has contracted with the National Academy of Sciences for an extensive storage and retrieval system on transportation noise abatement information.

The new service, called the Transportation Noise Research Information Service, will be set up in the Academy's Highway Research Board. Initially, the emphasis will be on highway noise abatement. Funding for the first year amounts to \$116,000.

Earlier, as part of its transportation noise abatement efforts, the Department of Transportation contracted with the National Bureau of Standards for an 18-month, \$327,000 study of the noise made by heavy truck tires.

The new information service will have four permanent staff members and an 11-member Advisory Committee. Experts from educational institutions, government, acoustical research organizations and the automotive industry have been selected for the Committee.

In addition to the information service, the new unit will synthesize information on selected, high-priority topics and recommend research and development activities leading to policies, standards and procedures within the transportation community for alleviating transportation noise.

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FOR RELEASE WEDNESDAY P.M. June 10, 1970

DOT -- 12370 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe and Senator Hugh
Scott (R.) (Pennsylvania) today jointly announced an \$8.7 million
grant to the Port Authority of Allegheny County to begin a massive
urban transportation development program for the Greater Pittsburgh area.

The announcement covering the first phase of the Authority's Early Action Rapid Transit Program was made in the Senate Minority Leader's office in the Capitol Building.

The estimated cost of the total project is more than \$228.5 million.

"Senator Scott is a persistent advocate of the national Administration's balanced transportation goal," Secretary Volpe said. "It was his persistence and advocacy of translating that goal to the Pittsburgh community that moved this project along. He emphasized conciliation and action on the proposal rather than delay and controversy.

"Rapid, mass transportation will now move ahead in the Pitts-burgh area," Secretary Volpe said. "I am particularly pleased that the Allegheny County proposal calls for the further development of more than one means of urban transportation. It provides for rapid transit, exclusive bus lanes and the upgrading and improving of existing surface rail lines."

Senator Scott commented: "I'm pleased to note that highest concentrations of service under the program are provided in the lowest income areas and in the working class communities.

"Yet there is to be a wide range of services for those living in the more affluent areas. Secretary Volpe and his Transportation Department staff is to be commended for the encouraging creative and innovative approach to building a balanced transportation system for the Pittsburgh area," the Senator said.

The first phase of the project will cost \$13,050,000 and includes the engineering of a ten and one-half mile fully-automated, electrically-powered, rubber-tired rapid transit line between downtown Pittsburgh and the South Hills suburbs.

Also to be constructed are two exclusive bus roadways, called PATways, to the southeast and east, and the rehabilitation of two existing surface rail lines. PAT is the acronym for Port Authority Transit Division.

The grant was made by the Department of Transportation's Urban Mass Transportation Administration. UMTA Administrator Carlos C. Villarreal said, "The Early Action Program will supplement the existing bus system, make immediate short-run improvements in the bus and South Hills surface rail service and help Pittsburgh proceed with the development of an innovative rapid transit system.

"Our first responsibility is to upgrade and improve existing transit service, particularly in the South Hills area so dependent on present service. This work can move in conjunction with the development of exclusive bus lanes concept and the development of a completely new rapid transit technology," Villarreal added.

The first phase of the Early Action Program will take six months, when the Port Authority will proceed with the final design, engineering and acquisition of rights-of-way for the Transit Expressway Revenue Line (TERL) and PATways. It also will begin the rehabilitation of two surface rail lines throughout the suburban communities of Dormont, Mt. Lebanon, Castle Shannon, Bethel Park and Upper St. Clair.

The \$8.7 million grant, to be matched by \$4.35 million in local contributions, will help finance the final design, engineering and construction of the following projects:

- -- The Transit Expressway Revenue Line (TERL), a completely grade-separated and automated rapid transit facility between Pittsburgh's Golden Triangle and South Hills Village, a distance of approximately 10 1/2 miles.
- -- The east PATway for the exclusive use of mass transit buses over an eight-mile route between downtown Pittsburgh and suburban Edgewood, mostly along the right-of-way of the Penn Central Railroad.
- -- The south PATway for the exclusive use of mass transit buses over the 4 1/2 mile route from downtown Pittsburgh to suburban Overbrook and a new South Hills division bus garage.

In addition to the TERL and PATways, the program includes the rehabilitation of approximately 13 miles of the surface car Route 35 between downtown Pittsburgh and Library, Pennsylvania, as well as the rehabilitation of the surface car Route 43 between South Hills Junction and Neeld Avenue Loop at the Pittsburgh city line, a distance of approximately 2 1/4 miles.

The Port Authority expects to apply for additional Federal assistance as the project proceeds.

For further information: Mr. John W. Dameron

Executive Director

Port Authority of Allegheny County

Post Office Box 1918

Pittsburgh, Pennsylvania 15230

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FOR RELEASE FRIDAY A.M. June 12, 1970

DOT -- 12470 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today named four additional members to the Urban Transportation Advisory Council.

They are Judge Edward F. Bell, Wayne County Circuit Court, Detroit, Michigan; James R. Ellis, a Seattle, Washington, attorney and chairman of FORWARD TERUST, a Seattle civic organization; Joseph Fugare, President, Pilgrim Airlines, New London, Connecticut; and Mayor A. Price Woodward, of Wichita, Kansas.

Chaired by Secretary Volpe, the council advises the Department of Transportation on all aspects of urban transportation. It will meet June 23 in Washington, D. C., to discuss transportation planning for urban areas.

Other council members are:

B. R. Stokes, general manager of Bay Area Rapid Transit, San Francisco; Stuart Saunders, former board Chairman, Penn Central Railroad; Dr. William J. Ronan of the Metropolitan Transportation Authority, New York; James D. Roche, Chairman of the Board, General Motors Corporation; John E. Robson, former Under Secretary of Transportation; Mark Robeson, President, American Trucking Association; and Milton Pikarsky, Commissioner of Public Works, Chicago.

Herman Rappaport, President, Rappaport Construction Company, Los Angeles; Alfred E. Johnson, American Association of State Highway Officials; Ashley Gray, President, General Steel Industries and former President of the Railway Progress Institute; Samuel R. Freeman, attorney and city councilman in Denver; E. D. Brockett, Chairman of the Board, Gulf Oil Company; Edmund D. Bacon, Executive Director of the Philadelphia City Planning Commission; and Gerald A. Anderson, developer and member of the Cleveland Transit Authority.





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FOR RELEASE SATURDAY 1:00 P.M.

DOT -- 12770

Phone: (202) 963-5154

June 13, 1970

United States Transportation Secretary John A. Volpe today said
"we have re-affirmed our decision not to build an Interstate Highway
through New Hampshire's Franconia Notch."

Volpe made the statement following an aerial inspection of the famous Notch. Flying with the Secretary were New Hampshire Governor Walter Peterson and the State Highway Commissioner, Robert H. Whitaker. Accompanying Volpe on the trip from Washington was United States Senator Norris Cotton. Aides to Congressmen Louis C. Wyman and James C. Cleveland were also present at the Concord, New Hampshire, news conference.

In March Secretary Volpe had indefinitely postponed construction of Interstate 93 through the scenic and historic Franconia Notch. He indicated at that time that I-93 would terminate at the village of North Woodstock. Traffic will be re-directed to U.S. Route 3 in the Notch area and will rejoin I-93 north of the Notch, southeast of Littleton, New Hampshire.

The agreement announced today provides for construction of an interchange east of North Woodstock and a new section of U.S. 3 from the interchange to the existing Route 3. The interchange will also provide access to the scenic Kancamaugus Highway to the east and State routes 112 and 118 to the west.

"Construction of a 1-3/4-mile connector road to U.S. 3 will permit a safe transition between the high speed, limited-access Interstate Highway and the existing Route 3," Volpe said. "The new, 2-lane road will also eliminate what would have been an intolerable bottleneck if Interstate traffic had to be routed through the village of North Woodstock to pick up Route 3."

Volpe said "we flew over the area today in order to be sure that our decision is proper. My responsibilities under Section 4(f) of the Transportation Act and under the Environmental Quality Act require that I review every project and program to insure minimum impact on the environment. Franconia Notch, and the 'Old Man of the Mountain' rock formation are irreplaceable national assets."



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FOR RELEASE MONDAY June 15, 1970

DOT -- 12570 Phone: (202) 963-5154

Even drivers with low accident potential and good driving records may have difficulty purchasing automobile liability insurance, according to a report released today by Secretary of Transportation John A. Volpe.

The report -- Insurance Accessibility for the Hard-to-Place Driver, eighth in a series released as part of the Department of Transportation's Auto Insurance and Compensation Study was prepared by the staff of the Division of Industry Analysis, Bureau of Economics, Federal Trade Commission.

Drivers who cannot freely buy automobile insurance from companies of their choice at regular rates are known in insurance parlance as "hard-to-place drivers." This group includes disproportionate numbers of young, elderly, unemployed, and central city drivers, as well as those with poor or no credit rating and those with bad accident or traffic violation records.

The report deals with the problems "hard-to-place drivers" have in obtaining auto liability insurance and how the price of this insurance varies.

It estimates that eight to ten per cent of all automobile insurance business can be classified as non-standard, which indicates that the problem of providing insurance for the hard-to-place driver is a by-product of the competitive functioning of the automobile insurance industry and particularly its process of competitive underwriting.

In addition to finding it difficult to obtain insurance coverage, the report indicates that the higher rates charged to hard-to-place drivers may seriously tax his ability to pay.

Although the problem exists in some degree nationwide, its intensity varies significantly from state to state. Assigned risk plans, originally designed to solve the problem, currently serve no more than half of the sub-standard liability market.

The study points out that while companies who specialize in insuring drivers not wanted by standard companies often offer broader ranges of coverage than do assigned risk plans, too often their insurance is of inferior quality. Most insurance company insolvencies in recent years have occurred among this group of insurers.

The report concludes alternative means to serve the hard-to-place driver must be devised if insurance companies are to be continued to be allowed to freely accept or reject auto insurance applicants.

This volume is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price for Insurance Accessibility for the Hard-to-Place Driver, Catalog Number TD1.17: AC2/3 is \$.75.

Seven previous volumes produced by the Department of Transportation's Automobile Insurance and Compensation Study are also available from the Superintendent of Documents. They are:

- 1. <u>Automobile Accident Litigation</u>. The report examines the impact of auto accidents on the nation's court system. It deals with lawyer fees concentration of auto personal injury practice among attorneys, and case processing time. Cat. No. TD1.17:AC2/2. \$2.75.
- 2. <u>Comparative Studies in Automobile Accident Compensation.</u> A Collection of five papers by noted foreign scholars on the auto accident compensation systems of Canada, France, Great Britain, Sweden and West Germany. These papers focus on problems and reform proposals current in these countries and provide basic descriptions of how each system operates. Cat. No. TD1.17:C73. \$.75.
- 3. Constitutional Problems in Automobile Accident Compensation Reform. Three scholars in the field of constitutional law discuss issues of federal and state constitutionality raised by proposed auto accident compensation reform. Cat. No. TD1.17:C76. \$.45.
- 4. Economic Consequences of Automobile Accident Injuries. This report presents the results of a nationwide study of what happens to auto accident victims in terms of their economic losses and how and to what extent these losses are compensated. Vol. I. Cat. No. TD1.17:AC2/V1. \$2.75. Vol. II. Cat. No. TD1.17:AC2/V2. \$2.25.

- 5. Origin and Development of the Negligence Action. To provide a clearer understanding of the historical legal forces which have led to the evolution of the present system, four legal scholars in the field of tort law present advisory papers on the origin and development of the negligence action. Cat. No. TD1.17:N31. \$.45.
- 6. Public Attitudes Toward Auto Insurance. A study of consumer attitudes toward automobile insurance, including levels of satisfaction and dissatisfaction with the present system and preferences for reform. The volume includes a representative selection of consumer complaint letters and insurance company comments to these letters. Cat. No. TD1. 17:AU8. \$1.25.
- 7. Structural Trends and Conditions in the Automobile Insurance Industry. A report of the Bureau of Economics, Federal Trade Commission providing an analysis of market structure and a survey of recent holding company and merger trends as they affect auto insurance. Cat. No. TD1. 17:ST8. \$.55.



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FOR RELEASE TUESDAY P.M. June 16, 1970

DOT -- 12670 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced that the Department of Transportation will soon conduct a leak detection survey of 20 municipally-owned gas distribution system. The cities to be surveyed will be announced later.

"The survey's goal is to determine the scope and magnitude of the safety problems confronting the more than 900 municipal gas systems in the United States," Secretary Volpe said. "Our present experience indicates that many of these systems may present significant safety problems which are potentially hazardous.

"The majority of these systems are small, the conditions of many are unknown and, in some cases, the financial ability of the city to maintain or repair these systems is inadequate," Secretary Volpe said.

The survey will determine the condition of the various systems and estimate the cost of upgrading systems which require it. Additionally, the information will be used by the Department's Office of Pipeline Safety to improve the safety of all municipally-owned gas distribution system.

The leak detection survey will use the flame ionization detection technique. Under this method, samples drawn from the air above underground pipeline facilities are analyzed to detect any presence of gas. Random sections of pipeline will be physically examined.

The Department expects to let the survey contract by mid-July. The survey would be completed in October.

The selection of the cities will be based on size, the number of systems in a particular state and their geographic location.



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FOR RELEASE WEDNESDAY A.M. June 17, 1970

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Closer cooperation with Canada in transportation research and development will be the mission of Secretary of Transportation John A. Volpe when he goes to Ottawa on Thursday.

Secretary Volpe will meet with Canadian Minister of Transport Donald C. Jamieson to pursue a formal understanding designed to reduce duplication of parallel national efforts in transportation research and development.

The possibility of embarking upon joint projects to solve transportation problems common to both nations will be discussed.

Typical of the opportunities for the two nations to pool and share technology is the field of high speed ground transportation.

There is great similarity in scope between the United States' Northeast Corridor Transportation Project and the Toronto-Montreal Corridor Study being conducted in Canada.

The first report of the United States project has been completed and the results were furnished to the Canadian Ministry of Transport.

The first phase of the Canadian project will be completed this year and the results will be furnished to the U.S. Department of Transportation.

A mutual exchange of information in such areas as demand forecasting and economic and technological evaluation during the progress of the continuing phases of these studies and related high speed ground programs is recognized as mutually advantageous to both nations. It is expected that a formalization of such an exchange of information will be worked out at Thursday's meeting.

With freedom of access of each nation's aircraft assured to the other, the United States and Canada have a mutuality of interest in air traffic control and airways navigational aids equipment. A research project aimed at developing greater compatibility and interchangeability in this field will be discussed Thursday at Ottawa.

Other subjects expected to be discussed are Short Takeoff and Landing (STOL) air transport certification and demonstration, safety in all modes of transportation and the operation of the St. Lawrence Seaway.

Accompanying Secretary Volpe on the trip to Canada will be David W. Oberlin, Administrator of the St. Lawrence Seaway Development Corporation, Oscar Bakke, Associate Administrator for Plans of the Federal Aviation Administration, and Robert H. Binder, Director of the Department of Transportation's Office of International Transportation Policy and Programs.



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FOR RELEASE WEDNESDAY A.M. June 17, 1970

DOT -- 12870 0A Kardex Phone: (202) 9680-5454.3

About 2,700 young people will be employed by the Department of Transportation in the 1970 Summer Employment Program, Secretary John A. Volpe announced today.

"This means our employment program will enable us to exceed President Nixon's goal of hiring one needy youth for every 40 departmental employees," Secretary Volpe said.

The aims of the Summer Employment program are threefold:

- To help young people gain work experience while participating in Government;
- To help Government by providing enthusiastic young workers during the summer months and developing sources of permanent employees;
- To help the Nation by bringing the operation of Government closer to the young and by helping educationally and economically deprived young Americans.

The Department of Transportation also has intensified its efforts to encourage its contractors to increase summer employment of young people.

The Federal Highway Administration of the Department of Transportation has announced a goal of 50,000 jobs for young people under its 1970 Summer Youth Opportunity Campaign.

More than half of these jobs, provided by State highway departments and private contractors on Federal-aid road projects, are expected to be filled by youths from ghetto areas.





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FOR RELEASE WEDNESDAY, P.M. June 17, 1970

DOT - 13170

Phone: (202) 963-5154

Secretary of Transportation John A. Volpe said today that he has made good on an invitation extended last fall to the wives of U.S. Cabinet members to visit the St. Lawrence Seaway this summer.

The visit was suggested by St. Lawrence Seaway Development Corporation Administrator David W. Oberlin during the visit by the Cabinet wives to the Department of Transportation last October. In extolling the achievements and citing the goals of the Seaway, Oberlin said, "Next summer when it is hot in Washington, I hope it will be possible for you to come to New York and see the Seaway for yourself."

Oberlin had just finished describing some of the wonders of the Seaway which raises ships at the Weland Canal 325 feet higher than Niagara and takes ocean-going commerce 2,400 miles into the heartland of the country. The Cabinet wives had been invited to the Transportation Department for briefings on the programs of its various agencies, such as the St. Lawrence Seaway, to extend and expand the nation's transportation system.

Volpe said he and Mrs. Volpe have invited the ladies of the Cabinet to a one-day tour of a section of the Seaway next Thursday, June 18. The trip is being arranged in connection with the Secretary's scheduled meeting with Canadian Minister of Transport Donald C. Jamieson in Ottawa and his own official inspection of the St. Lawrence Seaway Development Corporation headquarters at Massena, New York, on Thursday.

"I am a great believer," said Secretary Volpe, "in 'womanpower' in America. The wives of the Cabinet members have expressed a strong desire for information about our government and its operations and I intend to do all I can to see to it that they are informed on the major programs and policies of the Department of Transportation."

The Cabinet wives will travel as far as Watertown, New York, with the Secretary and Administrator Oberlin on their flight to Ottawa. The ladies will tour the Thousand Island area of the St. Lawrence, travel aboard a St. Lawrence Seaway tug through the Eisenhower and Snell locks and inspect other installations of the St. Lawrence Seaway Development Corporation which, as part of the Department of Transportation, manages the American portion of the great U.S.-Canadian Seaway which permits ocean shipping to travel from the Atlantic Ocean to Duluth, Minnesota.

Secretary Volpe and Oberlin will return to Massena Thursday afternoon, following the Ottawa meeting, for the Secretary's official inspection of the Seaway headquarters.

NOTE TO CORRESPONDENTS

Following is itinerary for Cabinet wives tour of St. Lawrence Seaway:

8:00 a.m.	Leave Washington from FAA Hanger #6, National Airport
9:45:	Arrive Watertown, New York Airport
11:00:	Begin boat tour of Thousand Islands at Alexandria Bay
12:00:	Lunch Thousand Island Club
3:30 p.m.:	Tour St. Lawrence Seaway Administration Building, Massena
4:30:	Board SLSDC tug "Robinson Bay" for trip through Eisenhower and Snell locks.
5:00:	Secretary Volpe arrives Massena from Ottawa
6:00:	Dinner, Snug Harbor
8:00:	Leave Massena Airport for Washington
10:00	Arrive Washington, FAA Hanger #6

There will be no space available for news representatives on plane leaving Washington. However, correspondents so desiring can join the tour at Watertown and remain with it until the party leaves Massena for Washington. For reservations contact George Wilson (Secretary - Madelyn Pruski) 315-764-0271, St. Lawrence Seaway Headquarters, Massena, New York.



OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE Thursday, June 18, 1970 DOT - 13470 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today put into effect a broad civil rights regulation that covers all recipients of financial assistance from the Department of Transportation.

The new regulation prohibits discrimination in facility site selections financed by the Department and in the use of air space over and under facilities financed by the Department. It also prohibits discrimination in employment where the discrimination might deny an individual the benefits of the program, even though the program is not designed to provide employment.

The regulation is the first imposed by the three-year-old Department to implement Title VI of the Civil Rights Act of 1964. It is in line with President Nixon's call for open and equal opportunity for all Americans.

Secretary Volpe's new order replaced several separate regulations issued by predecessor agencies of the Department of Transportation.

"We have made a special effort to improve on the regulation presently in effect in the Federal Government," Secretary Volpe said. "Our regulation strengthens the several separate regulations we had as well as the commonly accepted judicial principles that have developed since Title VI was adopted.

"We believe the Department of Transportation regulation is more advanced and stronger, with broader coverage, than any previously approved anywhere in the Federal Government."

Title VI of the Civil Rights Act provides that no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program receiving Federal financial assistance.

In addition to its discriminatory prohibition, the Department's new regulation encourages the consideration of race in overcoming the effects of past discriminatory practices. It makes it an obligation of the recipient of financial aid to take responsible action to overcome the effects of past discrimination.

It also provides that where Department of Transportation financial assistance is sought for the construction of a facility or part of a facility, the coverage of the regulation will extend to those other facilities operated by the recipient in connection with the portion to be construction.

The purpose of this provision of the regulation is to make clear that a recipient's interconnected activities cannot be separated for purposes of limiting Title VI coverage.

A novel feature of the regulation, which appears in the June 18 issue of the Federal Register, is the inclusion of appendices that list the programs to which it applies and provides examples of the regulation's application to certain activities.

Departmental programs and activities to which the new provisions apply include aid to highways, highway safety, Coast Guard auxiliary, aid to airports, aviation education, urban mass transportation and high speed ground transportation.



OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY 3:00 P. M. June 18, 1970

DOT -- 13070

Phone: (202) 963-5154

Minister of Transport Donald C. Jamieson of Canada and Secretary of Transportation John A. Volpe of the United States today in Ottawa jointly approved a memorandum of understanding calling for closer cooperation between the United States Department of Transportation and the Canadian Ministry of Transport.

The aim of the understanding is to encourage cooperative research and development in order to solve transportation problems common to the two nations.

Identified in the memorandum as the initial subjects of mutual interest are: VSTOL transportation (vertical short takeoff and landing) demonstration and certification; high speed ground transportation in intercity corridors; air traffic control and airway navigation aids equipment development; forecast of transportation requirements; and transportation safety in all modes.

The operation of the St. Lawrence Seaway was also discussed.

Increasing the scope of the joint research and development effort will be discussed at a future date.



OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY June 21, 1970

DOT - 13370 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe announced today that he has withheld approval of a proposed project for improvement of a 2.5-mile county road connecting U.S. 62 and Arkansas State route 23N in the vicinity of Eureka Springs.

Cost of the project would have been nearly \$230,000, of which 50 percent would have been provided by the Transportation Department's Federal Highway Administration. More than \$68,000 would have been provided by the Commerce Department through the Ozarks Regional Commission and about \$45,000 would have been advanced by Carroll County, Arkansas.

Volpe said he has reviewed the proposal and finds that expenditure of the required Federal funds is not supported by the road service that would be provided. He said the \$68,000 allocated by the Commerce Department will be returned.

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY June 22, 1970

DOT -- 13770 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe said the signing in Rome today of a bilateral air transport agreement between the United States and Italy is an important stimulus to the continuing growth of international aviation.

"Each of our great nations by agreeing to greater access for the other's international air carriers is adding to the services available to the traveler and offering increased economic opportunity to the carriers," Secretary Volpe said.

"I am confident," the Secretary said, "that this agreement will increase the international trade and exchange of culture between our nations, resulting in still greater expansion of service for which this treaty wisely provides.

"This agreement is particularly satisfying to me. I have closely followed its negotiation and that interest was one of the reasons for my visit to Italy in October of last year."

Under the provisions of the treaty, Italian carriers are granted the right to serve the cities of Washington, Philadelphia, Detroit, Los Angeles or San Francisco, in addition to New York, Boston and Chicago which already are served by Italian air transport. United States carriers are granted complete flexibility of access to Rome and Milan and beyond Rome to 18 countries where around-theworld connections can be made.

U.S. passenger flights to Italy may depart from any of the following points:

Boston, New York, Philadelphia, Baltimore, Washington, Chicago, Detroit, Los Angeles, San Francisco, Portland, Seattle and San Juan.

Service to Italy may also originate at any other point in the United States, so long as the flight's last point of departure is one of the 12 specified cities.

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A. M. June 24, 1970

DOT -- 13870 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today said that the State of Louisiana will be allowed to bridge Cross Lake in Caddo Parish for the Interstate 220 By-Pass if steps are taken to protect the lake's water quality and recreational aspects.

The Louisiana Highway Department has verbally indicated its willingness to meet the conditions prescribed by the Department of Transportation.

Secretary Volpe said design and construction should proceed on that part of I-220 from its Southeast connection to U. S. 71. He noted that this portion of the route is the one most desired by local communities and does not affect the lake.

"Cross Lake is the City of Shreveport's water supply," Secretary Volpe declared. "It cannot be jeopardized for convenience. The potential for calamity caused by spilling pesticides or other hazardous material into this vital reservoir warrants stiff precautions."

Secretary Volpe said the bridge would have to be designed and built to prevent vehicles and their contents from falling into the lake; to provide a drainage system that will collect contaminant spills and discharge them away from the lake's watershed; and so that it will not interfere with the lake's aesthetic features.

The Louisiana Highway Department's preliminary plans to call for two parallel spans approximately one mile long.

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FOR RELEASE WEDNESDAY A. M. June 24, 1970

Phone:

DOT -- 14070 (202) 963-5154

TAD-494.3

The Department of Transportation today petitioned the Civil Aeronautics

Board to examine the competitive relationship between scheduled services and
all charter services in transatlantic air travel.

The requested examination would apply to charter services operated by U. S. scheduled and supplemental carriers and by foreign scheduled or all charter lines.

The Department of Transportation's action followed by a day President Nixon's announcement of a new international air transportation policy which recognizes the value of the role played by charter carriers in international travel. The new policy also stresses the vital importance of scheduled services to international air transportation.

In its petition, the Department of Transportation requests reopening for further hearings of the Transatlantic Supplemental Charter Authority Renewal Case -- CAB Docket 20569.

The Department states that in the light of the new policy statement, the first question to be decided in the proceeding is whether charter operations have or will substantially impair scheduled services. Unless the CAB grants the Department of Transportation motion, however, the charter operations of U. S. and foreign scheduled carriers are not at issue in the proceeding.

In a hearing already held before a CAB examiner six supplemental carriers now providing transatlantic charter service have requested renewal of their certificates, but have argued against the certification of three additional supplemental carriers which seek to provide transatlantic service.

The six supplemental carriers seeking renewal of their certificates are American Flyers Airline Corporation, Capitol International Airways, Overseas National Airways, Saturn Airways, Trans International Airlines and World Airways.

The three charter carriers seeking original certification are Modern Air Transport, Purdue Airlines and Universal Airlines.

The United States scheduled transatlantic carriers are Pan American Airways, Trans World Air lines and National Airlines.

Pan American has urged that no more than four charter carriers be certificated. Trans World Airlines has argued against certificating more than three or four. National Airlines has not entered the case.

In its petition the Department of Transportation states: "... We move that this proceeding be reopened and the other carriers holding certificates and permits authorizing transatlantic charters be joined as indispensable parties. In the reopened proceeding, the certificates and permits held by all charter carriers must be considered so that the proper relationship between the scheduled and charter service can be maintained."



OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY NOON June 26, 1970

DOT -- 14370 Phone: (202) 963-5105

Secretary of Transportation John A. Volpe announced today an \$18 million, nine-state program designed to reduce traffic accidents and deaths caused by drinking drivers.

The program will be carried out through nine demonstration projects in different areas of the country. The projects will develop methods of coping with the problem of the drinking driver. The demonstration projects, covering a broad program of alcohol countermeasures, are designed to identify drivers who drink abusively, and to develop community programs to control and rehabilitate them.

"We must find ways to curb the problem drinker," Secretary Volpe said. "We estimate that the use of alcohol by drivers and pedestrians causes at least 50 per cent of our highway deaths. The terrible aspect of this tragedy is that so much of the loss of life, limb, and property is suffered by people who are completely innocent."

Contracts to conduct the demonstration projects, each of which will last three to four years, were awarded to the State of Colorado (Denver metropolitan area); the State of Oregon (cities of Portland and Eugene); the University of Wisconsin (Marathon and Sheboygan Counties); Washtenaw County, Michigan; the State of Washington (Seattle and King County); Albuquerque (Bernalillo County), New Mexico; Nassau County, New York; Mecklenburg County, North Carolina (City of Charlotte); and the State of Vermont.

The comprehensive countermeasures program was developed by the National Highway Safety Bureau, headed by Douglas W. Toms.

"Without doubt, the single major cause of crashes is abusive use of alcohol," Secretary Volpe said. "The Department is undertaking on a priority basis a concentrated program to reduce deaths and injuries caused by drunk drivers, particularly problem drinkers. This program will be pursued through informational campaigns for the American public, through Federal-State cooperative effort in State highway safety programs, and through continued research and orientation of key personnel concerned."

Each demonstration project will encompass a number of specific actions to control problem drinker-drivers, with the emphasis on guiding the convicted drunk driver, through the court system, into a rehabilitation program.

The Bureau's Office of Alcohol Countermeasures said future plans call for at least one demonstration project in each State with 20 projects in 20 different States scheduled for the fiscal 1971 period.

A synopsis of the initial nine demonstration projects:

Denver Metropolitan Area -- A \$1,617,066 contract to the Colorado State Department of Health. Work will encompass the implementation and evaluation of a broad program aimed at identifying the problem drinker-driver; controlling his driving while he is being rehabilitated, and ensuring surveillance and follow-ups of offenders.

Oregon (Portland) -- A \$2,149,898 contract to the Oregon Division of Mental Health. Goal is to identify drivers who drink abusively and then drive, and to develop community programs to control and rehabilitate problem drinkers.

University of Wisconsin (Marathon and Sheboygan Counties) -- A \$1,951,357 contract to the University of Wisconsin. Develop detailed countermeasure program organized under four broad descriptive categories; driver education, driver licensing, driver control, and community education.

Washtenaw County, Michigan -- A \$1,589,950 contract to Washtenaw County, Michigan. The scope of work encompasses three major operational programs: (1) control of problem drinkers who drive, through use of the protective drug "Antabuse," (2) early detection and control of other alcohol abusers who drive, and (3) a comprehensive information and education campaign designed to favorably alter the driving-after-drinking behavior of the public at large.

Washington State -- A \$1,915,194 contract to the Washington State
Department of Motor Vehicles. Establish and evaluate a broad program involving treatment, education, surveillance and information.

Albuquerque, New Mexico (Bernalillo County) -- A \$1,435,342 contract to the city of Albuquerque and Bernalillo County. A series of countermeasures designed to reduce the incidence of persons with high blood alcohol levels who drive; identification of problem drinkers who drive, and programs aimed at modifying the behavior of problem drinker-drivers.

Nassau County, New York -- A \$909,725 contract to Nassau County, New York. Scope of work divided into two major programs -- rehabilitation and prevention.

Mecklenburg County, North Carolina (City of Charlotte, North Carolina) -- A contract of \$1,899,144 to Mecklenburg County, North Carolina. Implement two broad countermeasure programs involving public information-education and enforcement-court countermeasures.

State of Vermont -- A \$2,055,000 contract to the Vermont State Department of Mental Health. Document the nature and extent of the current alcohol safety problem in Vermont and develop a detailed plan of action. A wide range of countermeasures includes transportation arrangements for drivers who have had licenses suspended or revoked; development of predictive psychological-biological profiles of drivers from licensing examination; and intensified enforcement on the highways.

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FOR IMMEDIATE RELEASE Friday, June 26, 1970 DOT - 13970 Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced he had accepted the resignation of Reginald N. Whitman as Administrator of the Federal Railroad Administration.

Whitman, who was appointed FRA Administrator on February 26, 1969, will become the new President of the Missouri-Kansas-Texas Railroad, effective July 10. Secretary Volpe said both Whitman and he were combining their efforts to find a successor to the critical post.

"It would be a gross understatement to say we're going to miss Reg," Volpe said, "but I understand his desire to return to the railroading world that has been his life for some 40 years."

"During his time in Washington, he has made outstanding contributions to transportation, not the least of which was his work preparing the railroad passenger legislation now before Congress, chairmanship of the Railroad Safety Task Force last summer, initiation of the Transportation Corridor Survey in Alaska and development of the Department's high speed ground program," the Secretary said.

Whitman replaces M-K-T President John Barriger, who will remain as chairman of the executive committee until the end of the year.

The FRA Administrator termed the decision "one of the toughest I've made since coming to Washington." But, "I want it made very clear that my leaving is strictly a personal decision and no events connected with my position as Administrator prompted my action," Whitman said.

"Naturally, I feel somewhat apprehensive leaving at this point of time, especially since the Penn Central situation became critical. However, I made the decision weeks before

the railroad made public its position and became committed at that time," the FRA Administrator said.

"It has been a distinct honor to work with the Secretary and his very fine team and I hope that in my new post I will be able to continue contributing to getting the Nation's transportation job done."

Whitman, 60, came to the Department from the Great Northern Railroad (now part of Burlington Northern) where he had been General Manager and supervised nearly 5,000 miles of railroad located in five States. At the same time, he served as President of the Lake Superior Terminal and Transfer Railroad and Vice President of the Portal Pipe Line Co., both subsidiaries of the Great Northern.

In April 1955, Whitman was given a one-year leave of absence to serve as General Manager of the Federally-owned Alaska Railroad. In 1964, following the disastrous Good Friday earthquake, he was sent to Anchorage to see what stateside railroads could do to restore rail service as quickly as possible.



OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY NOON June 26, 1970

DOT -- 14270 Phone: (202) 963-5105

Secretary of Transportation John A. Volpe today awarded three contracts totaling \$7,787,501 to develop prototypes for a Department of Transportation Experimental Safety Vehicle.

Secretary Volpe said the Experimental Safety Vehicle Program "is part of the Department's determined efforts to beat back the grim -- and rising -- toll of death and injury on the highways and byways of this country. Last year nearly 60,000 people died in motor vehicle accidents .. 160 every day. An estimated two to four million people suffered injuries of varying degrees.

"We believe that advanced safety concepts are both technically and economically feasible," Secretary Volpe said. "We want to wake the public up to the fact that motor vehicles can be designed and built in a way that substantially reduces the risk of death or injury."

The selected contractors are: American Machine and Foundry Company, Advanced Systems Laboratory of Santa Barbara, California -- \$3,240,000; Fairchild Hiller Corporation, Republic Aviation Division, of Farmingdale, New York -- \$4,547,500; and General Motors Corporation of Detroit, Michigan -- \$1.

Subcontractors on the AMF contract are: Minicars, Inc., of Santa Barbara; Pioneer Engineering & Manufacturing Company, of Warren, Michigan; Bendix Research Laboratories, of Southfield, Michigan; and Cornell Aeronautical Laboratory, Inc., of Buffalo, New York.

Subcontractors on the Fairchild Hiller contract are: Chrysler Corporation of Detroit; Digitek Corporation of Marina del Rey, California; and Raymond Loewy/William Snaith, Inc. of New York, New York.

The cars will be five-passenger, four-door sedans, weighing about 4,000 pounds and having a wheel base of from 116 to 124 inches.

The AMF and Fairchild Hiller cars are to be delivered in 18 months. They will then be tested against each other and the builder of the better car will get a further contract to build 12 additional cars for extensive testing by the Department.

General Motors is to deliver its car in 28 months.

The experimental cars will be built to better avoid crashes in the first instance and to minimize injury should a crash occur. They will handle at least as well as today's cars; braking and visibility will be better; operating controls will be more accessible; and instruments will be improved.

The cars are particularly designed to minimize injury in front-end crashes since most fatalities and serious injuries occur in such crashes. They will also afford better protection in side, rear or roll-over crashes.

Innovative design will protect fuel tank and lines to prevent fires. Passive restraints (air bags) will be included. The cars also will meet the stringent 1973 pollution emission standards.



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FOR RELEASE TUESDAY A.M. June 30, 1970

DOT -- 14470 Phone: (202) 962-3928

The difficulties confronting the average traveling citizen will be examined in a study announced today by Secretary of Transportation

John A. Volpe.

The study will identify the problems that the inexperienced traveler meets on commercial carriers that cause him inconvenience, loss of time and money.

"Statistics indicating increased use of common carriers in intercity travel are heartening" Secretary Volpe said, "but if common carriers are to regain their position as viable alternatives to the private automobile, many problems that cause inconvenience and loss to the traveler must be solved.

"These problems are acute for the inexperienced travelers, especially the young, the elderly, the poor and the ill or handicapped," he said.

"When such a person's travel is impeded by bad weather, strikes, overbookings or mechanical failure he is rarely informed of what is happening or what alternate modes of commercial travel are available to him.

"And you can bet that in some instances the traveler isn't told how to get his money back when he has suffered a loss.

"The correction of these problems is long overdue. This study will examine the scope of the problems and point the way toward solving them," the Secretary said.

The first phase of the study will be conducted by Golightly & Company International of New York City at a cost of \$2,500 and is to be completed within 30 days.

The contractor will interview passengers in the New York Metropolitan area at such locations as the Penn Central stations, the Port of New York Authority Bus Terminal, La Guardia Airport and the West Side Air Terminal, as well as at comparable locations in Houston, Texas.

The contractor also will interview customer service representatives of air, bus and rail carriers and obtain copies of their customer service procedures manuals.

Representatives of the Traveler's Aid Society, law enforcement officials and carriers' representatives also will be interviewed and customers' complaints and other pertainent data collected by the Civil Aeronautics Board and the Interstate Commerce Commission will be examined.

Anticipated problem areas on which findings are to be presented are:

- --Seat reservations and reliability of schedule information.
- --Announcement of arrival and departure information, especially delays and other irregularities.
 - --Services offered during delayed or interrupted trips.
 - --Availability of porters, guides and customer service representatives.
 - --Convenience and reliability of baggage pickup and delivery.
 - --Ticketing.
 - --Availability of escort and wheelchair facilities.
- --Attention given by law enforcement authorities to incidents of violence, theft and other travelers' emergencies.
- --Degree of concern demonstrated by representatives of carriers and terminals for the young, elderly and handicapped during normal travel and periods of inconvenience.
 - --Cleanliness of equipment and facilities offered the traveler.

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M. June 30, 1970

DOT -- 14570 Phone: (202) 962-3928

Secretary of Transportation John A. Volpe today announced a \$39,225 Department of Transportation contract with the American Institute of Planners, of Washington, D. C., to prepare material for use in improving metropolitan planning.

"The Environmental Policy Act of 1969," Secretary Volpe said, "directs all Federal agencies to use a systematic, interdisciplinary approach on all projects which might affect the environment. In transportation, this means that the impact of a proposed project on the environment will be fully considered along with economic and technical considerations.

"The purpose of today's contract is to develop informational material which will give planners a basic background for an interdisciplinary approach to urban and regional transportation," Secretary Volpe said. "It is the first of seven contracts we expect to make in the next few weeks and all of which are aimed at improving transportation planning in order to make it more responsive to the quality of our environment."

The planning effort is being directed by the Department's Office of the Assistant Secretary for Environment and Urban Systems.

The material to be developed under today's contract will consist of a variety of opinions relating to the effectiveness of metropolitan planning in six cities and an overall evaluation of the current planning process, along with suggested improvements. The six cities are: Cleveland, Denver, Indianapolis, Miami, San Jose and Springfield, Massachusetts.

The background papers will include a profile on each metropolitan area reflecting existing transportation plans and land use or master plans. Additionally, they will evaluate the extent to which the whole community is involved in the decision-making process; consider the degree of coordination

among Federal, State and local agencies involved in transportation and urban development planning; indicate the extent and nature of citizen and professional participation in planning; and indicate the extent to which various transportation alternatives, forecasting techniques and innovative solutions are being considered.

Preparation of the material is expected to take about eight months.

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