



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR FRIDAY RELEASE
January 8, 1971

DOT --0471
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the awarding of two contracts totaling more than \$905,000 to study the formulation of concepts for the air traffic control system of the future.

One contract, for \$407,907 went to the Boeing Company of Seattle, Washington; the other, for \$497,452, went to the Autonetics Division of North American Rockwell of Anaheim, California. Both are to be completed within eight months.

Secretary Volpe said that these studies are part of a program in the Office of the Secretary to provide long range planning and guidance in support of the Department's responsibilities in the field of air traffic control. The Federal Aviation Administration and the Transportation Systems Center in Cambridge, Massachusetts, have participated in planning the studies. The effort is being coordinated by Robert H. Cannon, Jr., Assistant Secretary for Systems Development and Technology.

The studies will define system concepts and evaluate tradeoffs based upon numerous factors including capacity, performance, cost, and compatibility.

"The objective is to plan for the next generation system", Volpe said, "-- the system that must smoothly control an air traffic level we anticipate will be many times greater than today. We must integrate -- safely, effectively, and efficiently -- short haul STOL and V/STOL operations, which we believe will develop widely in the future, with greatly increased general aviation operations as well as increased scheduled and supplemental carrier operations."

#####

For Further Information:

David H. Brown



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
January 12, 1971

DOT --0571
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of Laurence J. Burton as Director of the Office of Congressional Relations for the Department. He succeeds Robert F. Bennett who held the post since March 14, 1969.

Prior to his appointment, Mr. Burton served as Congressman from the First District, State of Utah, from January, 1963 to January 1971. He was a member of the Committee on Interior and Insular Affairs and the Select Committee on Small Business.

"Larry Burton brings to the Department a wealth of legislative experience gained in his long tenure on the Hill. His talents will find immediate use in the service of all Americans," Secretary Volpe said.

Mr. Burton, 44, is a native of Ogden, Utah. His introduction to politics came in 1957 when he served for a year as legislative assistant to Utah Congressman Henry A. Dixon. From 1958 to 1960 he was a professor of political science at Weber State College, and in 1960 began a two-year tenure as administrative assistant to Utah Governor George D. Clyde. In 1962 Mr. Burton was elected to the 88th Congress.

Following service in the Navy in World War II, Mr. Burton entered college in 1946. He received his B.S. in political science from the University of Utah in 1951, and his M.S. in political science from Utah State University in 1956. He also did postgraduate work at Georgetown and George Washington University in 1957 and 1958.

Mr. Burton is married to the former Janice Shoupe; they have four children.

####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

January 12, 1971

DOT - 0671

PHONE: (202) 426-4321

Secretary of Transportation John A. Volpe today told 500 leaders of women's national organizations meeting in Washington that the Department's efforts to curb and reverse the nation's traffic accident rate is beginning to pay off in lives saved and injuries reduced.

"In 1970 there were 1,100 fewer highway deaths than in 1969," Secretary Volpe told the delegates attending a two-day Forum on Alcohol Safety Countermeasures. This is the first year that fatalities failed to climb over the preceding year. While final figures will not be available for at least two weeks, Secretary Volpe said that early data suggests that the accident rate for 1970 has dropped from 5.6 to about 5 deaths per 100 million miles traveled. He noted that this is the fourth consecutive annual decline in the rate, and the sharpest drop since 1958.

"All this happened in spite of the fact that auto registrations are up substantially, and the number of miles driven rose five percent. We drove five percent more miles last year while traffic fatalities dropped 2.5 percent. We still have a long way to go, however, when you consider that 55,000 American families lost a dear one on our American highways in 1970," Secretary Volpe said.

He described the Department of Transportation's three-pronged campaign to drive down the number of motor accidents and their consequences each year. "We are studying the man, the machine and the highway," the Secretary said.

He called attention to the safety-engineered Interstate Highway System, and other roads built to interstate standards, which are saving an estimated one life a year for every five miles built. The provision in the 1970 Highway Act which permits Highway Trust Fund money to be spent for safety improvements will also cut the accident rate, Secretary Volpe said.

He cited tough Federal standards as revolutionizing safety performance of automobiles, including shatterproof windshields, collapsible steering columns, improved braking and handling, better signals, interior padding, and safety belts as major factors in reducing the accident toll.

Looking ahead, he held out great promise for the air bag, or other passive restraint devices, energy absorbing bumpers, stronger roofs, side panels, and experimental safety cars.

#####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY 11:00 A.M.
January 13, 1971

DOT -- 0871
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe said today that the most satisfying development in transportation during the past year was the marked reduction in highway and air traffic fatalities.

The Secretary said 1970 statistics provide an encouraging basis for the hope that the corner finally has been turned in the struggle for greater transportation safety. He said the number of highway deaths last year showed a substantial reduction for the first time in history and scheduled airliners under the control of the Federal Air Traffic System flew their routes in continental United States for the entire year without a fatality and established the best safety record in a decade.

Secretary Volpe cited the preliminary 1970 highway record showing a reduction of 1,100 deaths below the 1969 toll of 56,400. He pointed out that this reduction came at the same time that the number of vehicle miles traveled on the Nation's highways was increasing by five percent.

"If deaths had occurred at the same rate in 1970 as in 1969," he said, "there would have been 59,200 deaths instead of the 55,300 we now estimate. That means that with the increased travel in 1970 a more realistic figure for measuring the reduction of highway fatalities is 3,900 instead of the 1,100 reduction below the 1969 total.

"That is a very marked reversal of the trend which has prevailed heretofore. For the five years prior to 1967 when the first safety programs in the Transportation Department became operative as a result of the 1966 Safety Act, there was an annual average increase in highway deaths of 6.9 percent.

"During the years 1967, 1968, and 1969, with the Transportation Department's safety programs moving ahead, the average annual increase in traffic fatalities dropped to 2.3 percent. Now, in 1970, instead of increasing, the trend has been reversed and the number of persons who died as a result of highway accidents has dropped by about 2.0 percent."

-more-

Reports from the states, still coming in, show varying rates of decline in traffic fatalities. They do not agree on which of the many safety programs have contributed most to the improved highway safety. All of them, however, credit the broad safety drive of the Federal Government with the improved situation.

On the basis of figures in thus far the State of Kansas leads the Nation with 13 percent reduction in highway fatalities below the figures of 1969. Kansas, like all other states, has benefited from highway improvement and other nationally applied programs such as vehicle safety standards fixed by the National Highway Traffic Safety Administration. But Kansas highway officials have applied 36 percent of their Federal grants-in-aid to police traffic services resulting in 400 policemen trained, 122 speed measuring devices purchased and an increase of 19 percent in the level of traffic law enforcement.

Secretary Volpe said that statistics available to the Department of Transportation and its National Highway Traffic Safety Administration show that all elements of the many-pronged traffic program have produced results. He said that through the construction of improved highways, the application of safety standards to automotive vehicles and with education and enforcement programs applicable to the driver, the Transportation Department's programs have attacked the safety problem on all fronts.

"These programs already have produced heartening results," he said, "and with new emphasis on programs such as those relating to alcohol abuses we can expect even more satisfying results in the future. I have great confidence that the corner has been turned in our safety drive and that we are on our way to ridding the Nation of a great part of the tragic highway death toll."

At the present time more than 30,000 miles of the 42,500-mile Interstate Highway System has been completed. Federal Highway Administration statistics show that one life is saved annually for every five miles of the Interstate System opened to traffic. On the basis of these statistics, 8,000 persons who might have died annually in highway crashes will continue to live when the system is complete.

Furthermore, evidence is being compiled that with the introduction of breakaway sign posts and energy absorbing barriers the life saving capacity of modern highways is being increased substantially. These safety features now are mandatory on all high-speed Federal-aid highways and with programs for the elimination of traffic hazards on other highways, road construction promises growing contributions to the reduction of highway fatalities.

Secretary Volpe said the increase in traffic safety is even more satisfying when it is considered that it is moving hand in hand with the expansion of our transportation system to meet the tremendously growing demands of the future. He said his Department is shaping all its plans with full awareness that our system must be doubled within the next two decades in order to keep pace with the needs of our growing Nation and with the full support of President Nixon on critically-needed legislation, we are sure we will reach our goal.

He said that is one of the primary considerations in the current program for expansion and improvement of our mass transportation facilities under the direction of the Department's Urban Mass Transportation Administration. This program, he said, through such devices as exclusive bus lanes, is designed to make more efficient use of highways and to move people safely and efficiently by a combination of modes and at the same time reduce the reliance of the public on the private automobile.

The Secretary said the same considerations are present in the Department's plans for expanding and improving Federal facilities for handling and controlling the steadily increasing traffic in the air. He cited the multi-billion dollar program now under way for modernizing and automating the air traffic control system.

Week by week, he said, sophisticated equipment is being added to the many stations and towers operated by the Department's Federal Aviation Administration. This entire program, he added, is designed to increase the efficiency and the safety of the system and to reduce the burden on the men who have the responsibility for providing safe travel for the American public. He pointed out that computers now being added to the FAA centers and towers do much of the detail work required in the direction of air traffic and permit air traffic controllers to devote full time and attention to safety-related tasks.

Secretary Volpe also paid tribute to the United States Coast Guard, which is one of the operating administrations within the Department of Transportation. During 1970, he said, the Coast Guard responded to more than 50,000 calls for assistance on the oceans and waterways of the world. These calls, he said, came not just from American nationals, but from mariners of all nations, and in the course of their operations for the year Coast Guardsmen gave assistance to 125,000 persons and saved the lives of 3,764. The value of the vessels, planes and cargoes saved during these rescue missions, he added, totaled more than two billion dollars, or about four times the service's total budget for the year.

The Secretary noted that the Department of Transportation is just entering into a challenging new field with the creation of the National Rail Passenger Service authorized by the recent Congress. In this undertaking, he said, convenience and safety for the traveling public will be a primary consideration in the restoration of our basic and traditional passenger service.

#####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY 11:00 A.M.
January 13, 1971

DOT --0971
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today reported on the accomplishments of the Department of Transportation during the past two years at a news conference. Highlights of the report:

MEETING THE CHALLENGES OF THE PRESENT AND FUTURE

The Nixon Administration initiated and saw signed into law six major acts which together provide a comprehensive base around which to shape our national transportation program for the next decade and beyond.

1. Airport and Airways Development/Revenue Act of 1970: This legislation authorizes the Department, through the Federal Aviation Administration, to commit approximately \$600 million annually for the next five years to improve and modernize airports and air, navigation and air traffic control systems. During the decade of the Sixties the airport operations controlled by the FAA increased 112 percent, but airport and airways development failed to keep up with this phenomenal growth. The Airport/Airways Act assures that during the Seventies funds for present airport/airways growth, as well as for long-range planning and development, will be available. Funding of this development program is supported by user taxes on aviation fuels, air freight bills of lading and passenger tickets. These receipts are credited to an Airport and Airway Trust Fund.

2. Urban Mass Transportation Assistance Act of 1970: This legislation commits the nation to a \$10 billion, 12 year program to strengthen public transit. Of the total authorization, the Department is able to commit \$3.1 billion for grants to be extended over the next five years. This funding arrangement enables local authorities planning such long-range projects as subways to know what Federal funds to expect and gives them a sound foundation for local funding appeals. The Act also extends financial aid to foundering bus lines for capital improvements and allows others to extend, modernize

and improve their service. The legislation is designed to reverse the trend of decreasing public transit passengers. From 1950 to 1967 public transit passengers declined by 50 percent and the number of public transit vehicles dropped from 87,000 to 58,000. In addition, the financial condition of operators moved from a position of a \$66 million operating surplus to a \$67 million operating deficit.

3. Rail Passenger Service Act of 1970: During the Sixties, intercity railroad passenger service steadily declined. The number of passenger trains dropped from about 1500 to fewer than 400. This Act creates the National Rail Passenger Service Corporation to provide optimum passenger service over a basic route structure determined by the Secretary of Transportation. A Federal appropriation of \$40 million permits the Corporation to organize and begin operations. The Secretary was authorized to guarantee loans of up to \$100 million for the purchase of rolling stock and other improvements and up to \$200 million to assist participating railroads.

4. Federal-Aid Highway Act of 1970: In addition to enabling the Department to complete the national system of Interstate and Defense Highways, this bill provides the tools to meet the social challenges related to highway construction. For the first time money from the Highway Trust Fund will be spent for purposes other than the direct design and construction of roads. The Act gives new support to highway safety by assuring financing of campaigns against such menaces as the drunk driver. It authorizes the Secretary to conduct a training program for the disadvantaged and to bring them into the job market as skilled highway construction employees. It enables the Department to bring the highway beautification program back on track and puts new emphasis on billboard and junkyard control. The Act encourages extended use of the idea of exclusive bus lanes and permits Federal participation in improving city streets. Perhaps most importantly, it sets up environmental protection guidelines to be followed in building of highways -- guidelines that will supplement the current program under which the Federal Highway Administration devotes more than 10 percent of its fiscal resources to environmental enhancement and control.

5. Federal Railroad Safety Act of 1970: This Act establishes broad, but clear-cut authority for the Secretary of Transportation to set and enforce safety standards for the railroads. It enables him to control shipments of hazardous materials and directs him to establish a central reporting system for hazardous materials and firefighting personnel faced with emergencies. It gives new impetus to improving protection at grade crossings, where the death to injury ratio reached 1500 to 3000. It also establishes a Federal-State working arrangement similar to that which has worked so well in giving America her fine highway system.

6. Saint Lawrence Seaway Legislation: Agreeing to the Secretary's request, the Congress gave a boost to the St. Lawrence Seaway Development Corporation. As part of the Merchant Marine Act, Congress eliminated interest payments on the Seaway's remaining \$133 million debt, as well as on the \$22.4 million of deferred interest debt. The action insures that tolls need not be increased, thus assisting in the continued growth of the Great Lakes ports and the economy of the nation, especially the Midwest. More than 50 million tons of freight -- a record -- moved through the Seaway during the 1970 season, indicating the importance of the Seaway to the nation.

7. Other Legislative Action: The Department also was involved in such key legislative programs as the Railroad Emergency Assistance Act, which enables the Federal government to guarantee loans for railroads in bankruptcy reorganization; the extension of the High Speed Ground Transportation Act, insuring the continuation of such projects as the Metroliner demonstration; Aviation War Risk Insurance Amendment to the Federal Aviation Act, which assures that the domestic airline industry is insured for war risks; implementation of the Tokyo Convention, to deal with air piracy, and several measures designed to improve the operation of the U. S. Coast Guard.

RESTRUCTURING TO MEET THE NEEDS OF THE SEVENTIES

To assure the compatibility of transportation systems development with the Nation's environment and domestic transportation priorities, Secretary Volpe made a number of important organizational changes. Among them:

--- Creation of the Office of Environment and Urban Systems, headed by an Assistant Secretary, to emphasize the Department's concern with transportation safety and its increasing involvement with consumer affairs.

--- Reorganized the National Highway Safety Bureau, originally a part of the Federal Highway Administration, to give it administration status whereby it reports directly to the Secretary. The unit has been renamed the National Highway Traffic Safety Administration.

--- The Office of Supersonic Transport Development was transferred from the Federal Aviation Administration to the Office of the Secretary, and the director reports directly to the Secretary.

--- Created the Office of Civil Aviation Security to coordinate the government's efforts to combat air piracy.

--- Established 24 field coordinating groups, composed of Departmental representatives, in major transportation hubs in the United States to unify the efforts of Departmental organizations in those areas.

SAFETY: FIRST PRIORITY IN TRANSPORTATION

Efficiency, speed, comfort and dependability are qualities the nation must have in each of its transportation modes. But as desirable as these features are, they must rank below safety in the order of priority in developing and expanded and improved national transportation system.

1. Safety on the Highway: The nation in 1970 succeeded for the first time in reversing the shocking trend of an annually increasing highway death rate. Preliminary figures indicate a total of 55,300 deaths on the highway in 1970 -- a reduction of 1100 from 1969. This decrease has been accomplished in the face of a 5 percent increase in motor vehicle travel and stems directly from the effort to produce safer vehicles, highways and drivers. More than 30,000 miles of the 43,500-mile Interstate Highway System is in operation, and it estimated that since the program was launched in 1956 more than 19,500 lives have been saved because motorists have been able to use those modern freeways. And the statisticians (who claim that one life is saved annually for every five miles of Interstate Highway) estimate that by 1978, when the program is expected to be completed, about 63,000 fatalities will have been avoided. In addition the Department is pursuing the development of passive passenger restraints (such as the air bag) for all cars produced after July 1, 1973; researching means to detect the person under the influence of alcohol or drugs to prevent him from driving while under that influence; setting higher safety standards for vehicles and tires; developing experimental safety cars designed to protect the passenger in crashes at speeds up to 60 miles per hour; improving highways and traffic controls. These and countless other measures are improving the survival rates.

2. Safety in the Air: The schedules domestic airlines in 1970 experienced no passenger deaths within the continental limits of the United States. For all scheduled flights, the airlines compiled a remarkable record of .001 deaths per 100 million passenger miles -- by far the lowest record in airline history. A major contributor to this outstanding safety record was the improvement and modernization of air navigation and traffic control systems manned by an expanded, strengthened and dedicated force of FAA air traffic controllers, whose working conditions and professional opportunities have greatly improved in the past two years. In the second major area of air travel safety, the Department's anti-hijacking effort, the record was 13 air carriers diverted to Cuba in 1970 as compared with 31 in 1969. Much credit for this reduction can be attributed to the increased use of the pre-boarding screening measures developed by the FAA and used by most of the airlines. The use of sky marshals began in September and their value in deterring acts of air piracy is well known.

3. Safety on the Waterways: The U. S. Coast Guard responded to more than 50,000 calls for aid in the 1970 and assisted at least 125,000 persons in distress on the inland waterways and at sea. Coast Guard Search and Rescue missions saved 3764 lives during the year. In addition, the Coast Guard Auxiliary, which is trained by the U. S. Coast Guard, saved 510 lives during the first 11 months of 1970, as well as expanded its three basic programs of courtesy motorboat examinations, public education and operations by more than 30,000 experienced boatmen.

IMPROVING THE QUALITY OF LIFE

Transportation's impact upon man's privacy and his environment drew Secretary Volpe's immediate attention upon taking office. His first official act was to establish the post of Assistant Secretary of Transportation for Environment and Urban Systems to act as the Department's environmental conscience. This environmental and ecological concern led the Secretary to take steps to preserve the Everglades National Park in South Florida from a proposed airport, preserve the scenic beauty of Franconia National Park in New Hampshire from a highway and preserve the historic flavor of New Orleans' French Quarter from a highway. These and other similar decisions, originally a matter of Secretarial judgement, are now supported by Departmental environmental controls, by legislation and Executive Orders issued by President Nixon. Secretary Volpe's policy has been -- and which he will continue -- is that Federal funds for transportation projects will be withheld if a family is displaced from its home unless adequate, fair replacement housing is available -- even should that mean building it.

CIVIL RIGHTS AND MINORITY HIRING

When Secretary Volpe took office in January 1969, there were no members of minority groups holding executive positions in the Department of Transportation. Today there are 19 minority group members in these executive -- or supergrade -- positions. In addition, President Nixon has appointed two minority members to top-level posts in the Department. The Secretary also re-organized the Office of Civil Rights soon after taking office so that the Director of Civil Rights reports directly to him and speaks for him in matters relating to civil rights. Overall, the total minority employment picture in the Department has greatly improved during the past two years.

SHARING TRANSPORTATION KNOWLEDGE

The solutions to many transportation and related problems transcend the nation's borders. The Department in the past two years has greatly increased its international activities -- especially those in the area of cooperation. An excellent example is the Meeting on International Air Transportation Security, now in session at the State Department. The Departments of State and Transportation joined with the International Civil Aviation Organization to obtain an agreement on an international treaty which will result in stiff penalties being imposed on aircraft hijackers by about 50 nations. In

promoting international air security, Secretary Volpe during the past year inspected facilities at 17 international airports throughout Europe and Asia and conferred with at least as many foreign transportation ministers. On other transportation matters, the Department has established a close working relationship with North Atlantic Treaty Organization (NATO) nations through NATO's Committee on Challenges to Modern Society. In the framework of that international forum the Department last summer sponsored an international conference on automotive passive restraint systems and in October provided leadership to CCMS's Conference on Oil Spills. The Department also participates in the Paris-based Organization for Economic Cooperation and Development and last June was a co-sponsor of that organization's international conference on tunnelling. Secretary Volpe last year signed bilateral agreements with Japan and West Germany for the development of experimental safety cars and expects soon to reach similar agreements with other nations. The Department has negotiated memorandums of understanding and is collaborating on transportation research with such nations as Canada, France, West Germany, Italy, Japan and the United Kingdom.

PREPARING FOR THE FUTURE

The Department's research and development capability was immeasurably enhanced on July 1, 1970, when it took over operation of the former NASA Electronic Research Center in Cambridge, Massachusetts. Now operated as the Transportation Systems Center, engineers and technicians are working on some 100 projects involving all modes of transportation. TSC has given the Department the capability to improve long-range planning, to develop a technical management base for program control, to provide a strong technology base for future systems and to provide a medium for technical interface with university and industrial research activity. Illustrative of the diversity of the Center's capabilities are such ongoing projects as laboratory experiments leading to the development of an oil spill surveillance system for the Coast Guard, a crash sensor for the National Highway Traffic Safety Administration and a grade crossing train detection system for the Federal Railroad Administration. The R&D program of the Office of High Speed Ground Transportation in FRA is concerned with complete operating systems of high speed ground transportation and their components. A 45-square mile area near Pueblo, Colorado, was chosen last year as the site of the High Speed Ground Test Center. Initial funding of \$1.6 million for construction has been provided. Plans call for building two 20-mile ovals and a 20-mile straightway. The Department in March awarded a contract to design a 300 mile-an-hour tracked air cushion research vehicle (TACV), and has made a grant to provide the nation's first passenger-carrying TACV system at speeds in the 150-200 mph range to serve Los Angeles International Airport. With the cooperation of other agencies -- particularly the Civil Aeronautics Board and the Department of Defense -- the Department and the National Aeronautics and Space Administration is making a study of civil aviation research and development to provide a basis for policy decisions in this area. Through its program of contracts, grants and demonstrations with commercial and academic contractors, the Department conducts an extensive and varied program of research and development in all modes of transportation.

#####



DEPARTMENT OF TRANSPORTATION

18035 1400
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
January 13, 1971

DOT --1071
Phone: (202) 426-4321

The Department of Transportation and the Civil Aeronautics Board today announced a joint research project, under a contract with the Massachusetts Institute of Technology, to develop a system for collecting air cargo traffic data.

"Effective planning, policy formulation and decision-making depend on the availability of meaningful transportation information," Secretary of Transportation Volpe said.

"Information concerning domestic and international air cargo movement now is limited. A more comprehensive air cargo data base would be of immediate value in policy formulation and would greatly assist our effort to project the Nation's future transportation needs," he said.

In a recent order instituting a general cargo rate investigation, the Civil Aeronautics Board stated that it "recognizes a continuing need for regularly reported statistics on air freight movements including origination and destination data on costs of transporting and handling air freight."

The joint project is a first step toward responding to that need.

####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY

January 13, 1971

DOT -- 1271

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today pledged the credit of the Federal Government in support of \$100 million of trustee certificates of the Penn Central Transportation Company.

The guarantee was extended to \$50 million of Penn Central trustee certificates with a 5-year maturity and \$50 million of certificates maturing in 15 years.

"I have taken this action under the authority given me by the Emergency Rail Service Act of 1970 and after consulting with the Interstate Commerce Commission as required by that statute," Secretary Volpe said.

"Because of extraordinary circumstances, brought about by the precarious cash balance position of the Penn Central, I have waived the publication of the notice of my intention," the Secretary said.

The Secretary's action was based on the following findings:

1. Cessation of essential transportation services by the railroad would endanger the public welfare.
2. Cessation of such services is imminent.
3. There is no other practicable means of obtaining funds to meet payroll and other expenses necessary to provide such services other than the issuance of such certificates.
4. The certificates cannot be sold without a guarantee.
5. Penn Central can reasonably be expected to become self-sustaining.
6. The probable value of Penn Central's assets in the event of liquidation provides reasonable protection to the United States.

In extending the guarantee of the Federal Government to the Penn Central's trustee certificates, Secretary Volpe established certain terms and conditions. Among them were:

1. The proceeds of the sale will be used solely for meeting payroll or other expenses essential to continuing transportation services.
2. In the event of actual or threatened cessation of service, the Secretary of Transportation has the option to procure by purchase or lease trackage and equipment of Penn Central.
3. Penn Central will provide the Secretary with a monthly cash flow statement and a quarterly balance sheet.

#####



DEPARTMENT OF TRANSPORTATION

Mr. Kruse
NEWS

Room - 3218

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

E R R A T A

The following correction and addition should be made to Department of Transportation News Release DOT -- 0971 dated January 13, 1971, in which is summarized the Department's accomplishments of the past two years.

Under the heading on Page 3, RESTRUCTURING TO MEET THE NEEDS OF THE SEVENTIES, paragraph 2 should read:

-- Creation of the Office of Environment and Urban Systems, headed by an Assistant Secretary, to oversee the Department's environmental concern and to coordinate urban transportation programs.

After that paragraph, the following should be inserted:

-- Creation of the Office of Safety and Consumer Affairs, headed by an Assistant Secretary, to emphasize the Department's concern with transportation safety and its increasing involvement with consumer affairs.

####

011471



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
January 17, 1971

DOT --1171
Phone: (202) 426-4321

A three-day conference, which for the first time will bring together officials of federal, state and local governments and the aviation community to discuss plans for relating air transportation to the urban environment, will be held February 8-10, 1971, in Washington, D. C., Secretary of Transportation John A. Volpe announced today.

Co-sponsored by the Department of Transportation and the Society of Automotive Engineers, the conference will explore a broad range of subjects -- from legal aspects to air pollution to noise to community action.

Governors of all 50 states have been invited by Secretary Volpe either to attend or send representatives to the conference, which is expected to attract more than 500 participants. In his invitation, Secretary Volpe told the governors that the primary objective of the conference "is to encourage planning the compatibility of air transportation and environmental quality."

"We must develop constructive solutions by establishing innovative programs," the Secretary said. "A variety of viewpoints, the input of all available technical information and a review of past efforts are the key elements that will be present at the conference."

Secretary Volpe will give the opening keynote address, with the closing keynote speech being given by John H. Shaffer, Administrator of the Federal Aviation Administration. Luncheon

- more -

speaker for the first day will be Secor D. Browne, Chairman of the Civil Aeronautics Board; second day luncheon speaker will be Russell E. Train, Chairman of the Council of Environmental Quality.

Nearly 50 technical reports have been submitted by government, industry, metropolitan and university experts on such subjects as noise, air pollution and environmental planning and community action. These reports have been summarized by subject areas and will be presented orally at simultaneous morning sessions during the first two days of the conference. Afternoon meetings will be devoted to informal, off-the-record discussions of the contributing reports from which observations, conclusions and recommendations will be developed for the plenary session the final day of the conference.

The plenary session will provide the means for finalizing a single set of summaries and conclusions for the entire conference. These will emphasize future action programs and cooperation among federal, state and local governments and the aviation community.

Co-general chairmen of the conference are Charles R. Foster, Director of the Office of Noise Abatement, Department of Transportation, and Frank Kolk, Vice President of Development Engineering, American Airlines. Robert L. Paullin, Chief of the Regulatory Policy and Standards Division of the Office of Noise Abatement, is chairman of the Technical Program Planning Committee. H. L. Brock is president of the Society of Automotive Engineers.

Advance reservations for the conference, which will be held at the Sheraton Park Hotel, may be made through the Society of Automotive Engineers, Department 223, Two Pennsylvania Plaza, New York, New York 10001.

Members of the news media who wish to attend any of the discussions and/or the luncheons should register at the Press Center in the Sheraton-Park Hotel on February 8. Credentials and luncheon tickets will be issued at that time.

#####

Dave Brown



DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

Mr. Kauser
NEWS

Room - 3218

FOR SUNDAY RELEASE
January 17, 1971

DOT --1171
Phone: (202) 426-4321

A three-day conference, which for the first time will bring together officials of federal, state and local governments and the aviation community to discuss plans for relating air transportation to the urban environment, will be held February 8-10, 1971, in Washington, D. C., Secretary of Transportation John A. Volpe announced today.

Co-sponsored by the Department of Transportation and the Society of Automotive Engineers, the conference will explore a broad range of subjects -- from legal aspects to air pollution to noise to community action.

Governors of all 50 states have been invited by Secretary Volpe either to attend or send representatives to the conference, which is expected to attract more than 500 participants. In his invitation, Secretary Volpe told the governors that the primary objective of the conference "is to encourage planning the compatibility of air transportation and environmental quality."

"We must develop constructive solutions by establishing innovative programs," the Secretary said. "A variety of viewpoints, the input of all available technical information and a review of past efforts are the key elements that will be present at the conference."

Secretary Volpe will give the opening keynote address, with the closing keynote speech being given by John H. Shaffer, Administrator of the Federal Aviation Administration. Luncheon

- more -

speaker for the first day will be Secor D. Browne, Chairman of the Civil Aeronautics Board; second day luncheon speaker will be Russell E. Train, Chairman of the Council of Environmental Quality.

Nearly 50 technical reports have been submitted by government, industry, metropolitan and university experts on such subjects as noise, air pollution and environmental planning and community action. These reports have been summarized by subject areas and will be presented orally at simultaneous morning sessions during the first two days of the conference. Afternoon meetings will be devoted to informal, off-the-record discussions of the contributing reports from which observations, conclusions and recommendations will be developed for the plenary session the final day of the conference.

The plenary session will provide the means for finalizing a single set of summaries and conclusions for the entire conference. These will emphasize future action programs and cooperation among federal, state and local governments and the aviation community.

Co-general chairmen of the conference are Charles R. Foster, Director of the Office of Noise Abatement, Department of Transportation, and Frank Kolk, Vice President of Development Engineering, American Airlines. Robert L. Paullin, Chief of the Regulatory Policy and Standards Division of the Office of Noise Abatement, is chairman of the Technical Program Planning Committee. H. L. Brock is president of the Society of Automotive Engineers.

Advance reservations for the conference, which will be held at the Sheraton Park Hotel, may be made through the Society of Automotive Engineers, Department 223, Two Pennsylvania Plaza, New York, New York 10001.

Members of the news media who wish to attend any of the discussions and/or the luncheons should register at the Press Center in the Sheraton-Park Hotel on February 8. Credentials and luncheon tickets will be issued at that time.

#####

Dave Brown



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
January 20, 1971

DOT -- 1471
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced that the Department of Transportation will jointly sponsor with the National Academy of Sciences a research study conference on the problem of crime in transportation.

"The nation's transportation system is one of the principal targets of criminal activity," Secretary Volpe said. "The problem is pervasive, deep-rooted and exacts from the consumer the penalty of higher costs for most all goods shipped in commerce.

"Our cooperative effort with the National Academy of Sciences," the Secretary said, "is directed toward increasing the base of knowledge for prevention of transportation crime.

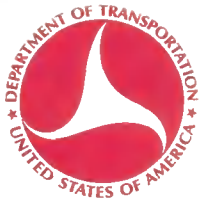
"We are not a law enforcement agency and our leadership will be directed toward developing with carrier management new approaches and concepts to deal with criminal activities in the transportation industry," Secretary Volpe said.

The project will consider the application of research in the behavioral sciences, statistics, engineering, law enforcement and management science to the problem of cargo theft and related crime.

Leading authorities in the research specialties, representatives of management of carrier groups and members of Federal, State and local law enforcement agencies will participate. The participants will develop ideas for new research and for the application of existing knowledge to the cargo theft problem.

The conference will be held in the Washington area on a date to be announced in the near future. The proceedings will be published and disseminated.

####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 20, 1971

DOT --1571
Phone: (202) 426-4321

President Nixon has named Douglas Toms to act as Administrator of the Transportation Department's National Highway Traffic Safety Administration.

The action completes procedures required under the Highway Act of 1970 for establishing the safety unit as an operating administration within the Department and elevating Toms from the role of Director to Administrator, reporting directly to the Secretary.

The safety unit formerly was known as the National Highway Safety Bureau. Organizationally it was a bureau within the Department's Federal Highway Administration and its Director reported to the Federal Highway Administrator. The reorganization was an outgrowth of a decision by Secretary of Transportation John A. Volpe to put greater emphasis on highway safety.

Forty year-old Toms, who was formerly chief of Washington State's Department of Motor Vehicles and a past President of the American Association of Motor Vehicle Administrators, served as Director of the old Safety Bureau since last January. He said he was pleased by the President's announcement.

"It is very good news," said Toms, "to know that we now are in a position to push our safety program with increasing effect. We have just completed a year in which we have made the first substantial reduction in the number of highway fatalities. With our new organization, I am sure we can make even more substantial reductions in the years ahead."

#####



DEPARTMENT OF TRANSPORTATION

Mr. Krusen
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
January 28, 1971

DOT -- 1771
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of a \$23,800 contract to American Airlines to determine the technical and economical feasibility of using short take-off and landing (STOL) aircraft for short-haul runs.

American Airlines has already done some basic work on this subject, the Secretary noted.

"It is increasingly evident that the expanding short-haul market cannot adequately be served by conventional aircraft," Secretary Volpe said. "This study should give us additional insight into the role STOL aircraft can play."

The six-month study will cover such airline considerations as certification and safety, avionics, STOL service categories, system development requirements, user and community acceptance criteria, metroflight feasibility demonstration, New York area STOLport sites and STOLport acceptance.

####

David H. Brown



DEPARTMENT OF TRANSPORTATION

Krusier
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
January 28, 1971

DOT --1871
Phone: (202) 426-4321

More than 2,400 governors and university and college officials were urged today by Secretary of Transportation John A. Volpe to take interim steps to guard against air tragedies such as those involving the Wichita University and Marshall College football teams.

Secretary Volpe asked the officials to adopt aircraft charter guidelines similar to ones issued by the State of California late in 1969. A copy of the California guidelines was included with the letter from the Secretary urging their adoption.

"Until apparent student air charter abuses can be fully corrected, we feel the California guidelines serve as an excellent model by identifying criteria essential for safety and reliability," Secretary Volpe said.

He noted that the Department's investigation of the air charter business has discovered that many universities and colleges have "unsuspectingly entered into arrangements with persons who operate either in the gray areas of the (safety) regulations or in violation of them.

"For this reason," Secretary Volpe wrote to the governors and the other officials, "and for the protection of the other universities and colleges who may use charter aircraft, I urge that you consider the California guidelines for possible use."

Admiral Willard J. Smith, Assistant Secretary of Transportation for Safety and Consumer Affairs, whose office is conducting the investigation, pointed out that the inquiry is not intended to affect the reliable operator. "And most of the operators are reliable," he added.

"There are many air charter operators who have established themselves credibly over the years," he noted. "Our efforts are aimed at only those operators who are not in full compliance with required safety regulations."

According to the student air travel executive order issued by the Office of the Chancellor of California State Colleges on October 21, 1969, aircraft may be chartered only from:

- * Scheduled air carriers and supplemental air carriers certificated by the Civil Aeronautics Board.

- * Commercial operators of large aircraft certificated by the Federal Aviation Administration.

In addition, military flights are permitted only for properly authorized Reserve Officer Training Corps (ROTC) training.

####

David H. Brown



18058 805

DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 28, 1971

DOT -- 2071
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today designated a basic system of cities between which intercity rail passenger service will be provided by the National Rail Passenger Corporation when it begins operation on May 1.

The Secretary at the same time submitted his final report on the Basic National Rail Passenger System to the Congress, as required by the Rail Passenger Service Act of 1970.

In making his final designation of the system, Secretary Volpe added five city pairs to those he had preliminarily designated on November 30, 1970.

The city pairs added to the system are New Orleans to Los Angeles, Seattle to San Diego, New York to Kansas City, Washington to Chicago, and Norfolk/Newport News to Cincinnati.

The 16 city pairs previously designated are Boston to New York, New York to Washington, New York to Buffalo, New York to Chicago, New York to Miami, New York to New Orleans, Washington to St. Louis, Detroit to Chicago, Chicago to Cincinnati, Chicago to St. Louis, Chicago to Miami, Chicago to New Orleans, Chicago to Houston, Chicago to Seattle, Chicago to San Francisco and Chicago to Los Angeles.

-more-

The designation of the final system, Secretary Volpe said, responds to the major criticisms raised in the thousands of communications received by the Department following the announcement of the preliminary system.

Secretary Volpe said the preliminary report intended to indicate that the two services to Miami were to also serve Tampa/St. Petersburg and that point is now clarified.

The addition of the San Diego-Seattle service connects the States of the West Coast through a heavily populated corridor, ties together two major regions of the country and establishes connections between the existing terminal points of Seattle, San Francisco and Los Angeles.

The service between New Orleans and Los Angeles ties together the Southwest region of the nation, links it to the West Coast and affords the opportunity to serve such major cities as San Antonio, El Paso, Tucson and Phoenix.

The Norfolk/Newport News-Cincinnati route provides a transportation link for the Tidewater area with the rest of the nation and connects major markets and population centers.

The Washington-Chicago route affords the Nation's Capital a second major link with the West.

The New York-Kansas City service provides more continuity in the national system and gives travelers an alternative to Chicago as a gateway to the west.

The final plan designated three separate corridors from Chicago to the West Coast:

- the northern route to Seattle will service Minneapolis/St. Paul.
- the central corridor to San Francisco will serve Denver.
- the southern corridor to Los Angeles will pass through Kansas City.

The primary objective of the Rail Passenger Service Act is to establish a viable rail passenger system which can be modernized and expanded to meet future need and to prevent abandonment of passenger lines.

While designating the cities that must be served by the system, Secretary Volpe has left to the Corporation the choice of routes in each of the intercity services.

"The designation by me of specific routes to be served is neither required nor intended by the Act," the Secretary said.

"It is of the utmost importance that the Corporation have the flexibility to react to market demands, to use the best available rail facilities and to select the least costly service alternatives if it is to improve existing service and to operate a national system," he said.

#####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
January 31, 1971

DOT -- 1971
Phone: (202) 426-4321

Four top government officials will address a three-day conference on air transportation and its relationship to the urban environment.

Secretary of Transportation John A. Volpe will deliver the keynote address when the conference opens, Monday, February 8, at the Sheraton-Park Hotel in Washington, D. C.

John H. Shaffer, Administrator of the Department of Transportation's Federal Aviation Administration, will give the closing speech on February 10.

The luncheon speaker on February 8 will be Secor D. Browne, Chairman of the Civil Aeronautics Board, while Russell E. Train, Chairman of the Council on Environmental Quality, will address the February 9 luncheon.

Co-sponsored by the Department of Transportation and the Society of Automotive Engineers, the conference will bring together officials of federal, state and local governments and the air transportation community to discuss the impact of aviation on the environment. All state governors have been invited to attend or to send representatives.

More than 500 persons are expected to attend the conference to discuss some 50 technical papers on air transportation and the environment ranging from legal aspects to air pollution, to noise, to community action. The reports were submitted by government, industry, metropolitan and university experts.

Summarized by subjects areas, the reports will be presented orally at the morning sessions during the first two days of the conference. Informal discussions of the reports will be held during the afternoon meetings.

Out of these will come conclusions and recommendations which will be presented at the plenary session on the last day of the conference. These will emphasize future action programs and cooperation among federal, state and local governments as well as the aviation community.

Participants and observers may make advance reservations through the Society of Automotive Engineers, Department 223, Two Pennsylvania Plaza, New York, New York 10001.

Media newsmen should register at the Press Center at the Sheraton-Park for credentials and luncheon tickets, as well as a press kit containing the reports.

####

David H. Brown