



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
February 3, 1971

DOT --2171
Phone: (202) 426-4321

Sperry Systems Management Division of Sperry Rand Corporation, Great Neck, New York, has been awarded a one-year, \$186,001 contract to help develop a system for planning and managing the Department of Transportation's research and development program.

Secretary of Transportation John A. Volpe said the overall purpose of the system will be to aid in achieving a proper balance between research and development within the Department. "Our aim is stimulating the development of a national transportation system," Secretary Volpe said. "Hopefully, this will provide a Department-wide system for the establishment of goals and milestones, measurement of progress, and comparison between programs within the Department and those being conducted with other agencies."

It is planned that this will be an evolutionary system with the objective of having minimum impact on the management systems now being used within the Department, said Robert H. Cannon, Jr., Assistant Secretary of Transportation for Systems Development and Technology.

The contract calls for six months of intensive development and six months of monitoring the system's implementation.

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David H. Brown



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
February 5, 1971

DOT -- 2271
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of a \$30,000 contract to the National Academy of Sciences' Highway Research Board to review and document the political, financial, organizational and administrative strategies being developed and used for the planning and implementation of urban transportation programs.

"The study is necessary to maintain a high level of competence in comprehensive urban transportation planning currently underway in the 233 urban areas of over 50,000 population," Secretary Volpe said. "The Office of the Assistant Secretary for Environment and Urban Systems, the Federal Highway Administration, and the Urban Mass Transportation Administration will each contribute \$10,000 to finance the study."

The study will specifically deal with the:

- Relation of transportation planning to comprehensive planning and the coordination of planning for all transportation modes.
- Implementation of transportation plans, particularly the programming of short range transportation improvements.
- Funding of transportation studies and improvements, in particular the problems of joint funding.

- Organizational and administrative strategies necessary to assure a viable urban transportation planning program.
- Problems of community and citizen involvement in the planning process.
- Service responsibilities of transportation planning agencies to local units of government and others.

The results, in the form of a publication summarizing findings and conclusions, will be distributed by the Highway Research Board to Federal, State and local governments, industry and the academic community.

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Frank J. Clifford



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
February 8, 1971

DOT -- 2571
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today said he believes the noise problems associated with the U.S. supersonic transport can be resolved before the plane goes into commercial production.

He pledged that the noise problems would be solved before any commitments are made for commercial production.

The Secretary's pledge came as he keynoted the Conference on Aircraft and the Environment, sponsored jointly by the Society of Automotive Engineers and the Department of Transportation.

"I would also like to emphasize that before we make a production commitment we will demonstrate that the capability exists for the commercial SST to achieve noise levels consistent with those required for certification of new four-engine, inter-continental, subsonic transport aircraft. I am sure it can be done. I, for one, have faith in American technology and ingenuity," Secretary Volpe said.

"Let me make it absolutely clear that I will see to it that the production program will not proceed --- period --- if tests of the prototypes indicate serious damage to the fabric of the natural world, or social problems that we can't treat and assimilate."

The Secretary based his statement on recent testing which has revealed three significant breakthroughs in noise improvement, resulting in a "dramatically improved outlook" on the SST noise posture.

The three developments, as described by the Department's Office of SST Development, are as follows:

- Actual ground tests on the prototype engine and detailed flight performance analysis have revealed significantly less effective perceived noise than was estimated initially.
- Wing flap tests in the NASA wind tunnel have shown an improvement in lift and a marked reduction in takeoff distance, thereby improving the altitude of the airplane over the community during climbout.
- Recent tests of advanced suppressors are encouraging in their acoustic and performance characteristics.

The combination of these features, characteristics and suppressor developments will result in achieving a marked reduction in SST engine noise. Through the aggressive noise research and technology program being conducted by The Boeing Company and General Electric, the capability to achieve sideline noise levels well below those predicted a year ago already has been demonstrated. Airport (sideline) noise levels consistent with those required for new subsonic jets are now a reasonable objective, according to Secretary Volpe.

The noise forecasts as outlined by the Transportation Secretary have been verified as achievable by the SST Noise Advisory Committee, chaired by Dr. Leo Beranek, Chief Scientist of Bolt, Beranek and Newman, Inc., nationally recognized acoustic consulting firm.

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**DEPARTMENT OF
TRANSPORTATION**

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.
February 9, 1971

DOT -- 2371
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe said today that final figures showing a record movement of cargo through the St. Lawrence Seaway during 1970 demonstrate the growing importance of the Great Lakes St. Lawrence Seaway system to the Nation's economy.

Secretary Volpe said final statistics show that more than 51.1 million tons of cargo moved through the Montreal-Lake Ontario section of the seaway during 1970 for an all-time record. This, he said, was a 24.6 percent increase over the 1969 volume and underscores the importance of the current program of the Department of Transportation to study the extension of the Great Lakes-St. Lawrence Seaway shipping season.

The program now under way is designed to explore the possibilities for extending the present 250-day navigation season through the Seaway and the Great Lakes routes by at least one month. It also will compile data on the problems which would be encountered in any effort to establish the system as a year-round navigation route.

Current studies are being conducted by the U.S. Coast Guard and the St. Lawrence Seaway Development Corporation, both of which are part of the Department of Transportation, with the cooperation of the Commerce Department and the Corps of Engineers. Also working closely with the Department is the Canadian Ministry of Transport. The studies were begun last October and will continue through the 1970-71 winter season.

"Major emphasis is being given to the possible environmental effects of measures necessary to extend the system's shipping season," Secretary

-more-

Volpe said. "We are not going to drive blindly into this undertaking without regard for the welfare and the wishes of those who might be affected. We plan to enlarge the shipping potential of the Great Lakes-St. Lawrence Seaway system, but not at the expense of the environment or the social and economic interests of the area."

As part of its participation in the program, the St. Lawrence Seaway Development Corporation is experimenting with methods for anchoring shore ice in streams flowing into the Great Lakes system. Rivers where this would be a problem include the St. Clair, the Detroit, the St. Mary's and the St. Lawrence. The anchoring process would be necessary, in the event these channels are kept open during the winter months, to prevent the shore ice from breaking loose and forming in packs.

The Seaway Corporation also is well along in its experimental program for attaching heating units to locks under its control and keeping them operative in all weather. Study also is underway on any effects possible changes in water temperature from year-round navigation might have on the various forms of life in the lakes and their tributaries.

The Coast Guard is conducting very extensive operations in connection with the program. It has established an Ice Navigation Center at its Ninth District Headquarters in Cleveland at which ice information on the entire lake system is gathered for dissemination to shipping. The information is gathered by various means, including ice surveillance by both helicopters and fixed wing craft. Operations by Coast Guard icebreakers also figure prominently in the study.

St. Lawrence Seaway Development Corporation Administrator David M. Oberlin said last year's movement of record tonnage through the seaway shows a steady and impressive growth for the system.

"We are moving into a period," Oberlin said, "where the Great Lakes-Seaway system is proving to be a major factor in the economies of both the United States and Canada. With the extension of the season it will continue to bring increasing benefits to the people of the great area it serves."

Oberlin noted that much of the increase in tonnage during the 1970 season was in the movement of bulk cargoes such as grains grown in the Middle West. He also noted that while a new record was established for the Montreal-Lake Ontario section operated jointly by the United States and Canada, a record 62.1 million tons were transported through the Canadian-operated Welland Canal.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY, A. M.
February 9, 1971

DOT --2471
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of William J. Burns as Director of the Office of Hazardous Materials.

The Office of Hazardous Materials is one of four offices incorporated last August into the Office of Safety and Consumer Affairs, headed by retired Coast Guard Admiral Williard J. Smith.

"In accepting the directorship of the Office of Hazardous Materials, Mr. Burns brings to the Department an impressive set of credentials gathered from executing challenging transportation-related assignments in the private and public sectors in addition to the utilization of his skills by the academic community," Secretary Volpe said.

Burns, assuming his new post February 8, has been Vice President of the Tri-State Motor Transit Company, a carrier of explosives and other hazardous materials, since 1964.

During World War II, Burns was a Captain in the Army Transportation Corps. After the war, he became Civilian Chief of the Rail, Inland Water and Ocean Shipping Branches in the Office of Military Government in Germany.

In 1948, he was appointed by the State Department to serve as United States representative for distribution with the Combined Coal Control Group in Essen, Germany. He was also an advisor to the U.S. Delegation to the Economic Commission for Europe in Geneva.

Returning to the U.S. in 1950, Burns served three years as a transportation advisor with the Military Traffic Service in the Office of the Secretary of Defense. He then became Managing Director of the Munitions Carrier Conference of the American Trucking Associations, Inc., serving there until going with Tri-State Motor Transit Company.

Burns, a graduate of University of Maryland, holds a Master of Business Administration degree from the American University, where he has been a lecturer in transportation since 1956.

Chairman of the Committee on Education for Practice of the Interstate Commerce Commission Practitioner's Association, Burns is a past president of the Traffic Club of Washington and the Washington Chapter of the National Defense Transportation Association.

Burns, his wife, and two children reside in Rockville, Maryland.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
February 9, 1971

DOT --2671
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced a one-day symposium to discuss the problems and issues facing the railroad industry. It will be held on February 11 at the Marriott Twin Bridges Motor Hotel in Arlington, Virginia.

"This meeting," Secretary Volpe said, "is part of the Department's intensive effort to fully assess the financial and other problems that threaten the viability of the railroad industry."

"We have discussed at length these problems with virtually all interested parties including rail management, labor, shippers and other Government agencies," he said.

"The February 11th meeting," the Secretary said, "is for the express purpose of further exploring the viewpoints of shippers of rail freight and of the investors in the industry."

The discussion will cover a broad range of topics from car service to regulation.

"The Department can only exercise its policy leadership responsibilities if it undertakes this kind of continuous and informed exchange with concerned parties," Secretary Volpe said.

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William Bishop



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 2771
Phone: (202) 426-4321

President Nixon today announced the appointment of Herbert F. DeSimone of Providence, R. I. as Assistant Secretary for Environment and Urban Systems. He succeeds J. D. Braman who recently resigned.

Secretary of Transportation John A. Volpe said, "Mr. DeSimone brings to the Department of Transportation a solid background of public service which includes two consecutive terms as Attorney General for Rhode Island. In his new post he will have ample opportunity to exercise his talents in one of the Department's most crucial offices. "I am pleased to have him as a member of the Transportation team."

Often called the "conscience" of the Department, the Office of Environment and Urban Systems was established by Secretary Volpe in 1969 to provide a bridge between purely transportation objectives and the broader and more fundamental social, economic, and environmental goals of the Nation.

DeSimone, 41, is a native of Providence, R. I. He graduated from Brown University in 1951 and the Columbia University School of Law in 1954. A member of the Rhode Island Bar, he is admitted to practice in Federal District Court and the U. S. Supreme Court. In November 1966 he was elected Rhode Island Attorney General and reelected in 1968. Previous to that, he was General Counsel, Department of Business Regulation for Rhode Island.

Mr. DeSimone is married to the former Sally Ann Reynolds; they have three children: Herbert, Jr., 14; Douglas, 12; and Deborah, 10.

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Frank J. Clifford



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE 7:00 P.M. EST, TUESDAY
February 16, 1971

DOT -- 2871
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced tonight he will release \$68 million of Federal matching funds to assist the Metro to meet its short term financial obligations. At the same time, the Secretary expressed confidence that "an effective solution" to the subway system's long term obligations can be announced soon.

Secretary Volpe, in a wide ranging discussion of Washington area transportation problems, also suggested the possibility that his agency might consider the possibility of additional short term loans to the transit authority.

In a speech to 200 members of the Washington Area Council of Governments, Secretary Volpe also announced that the Department of Transportation will:

- * build a tracked air cushion vehicle demonstration project along the Dulles International Airport access road;
- * consider the feasibility of using the access road for commuter buses;
- * grant \$137,000 to the Council of Governments for a long-range regional public transit planning study; and
- * provide the District of Columbia with a grant for an inner city mobility study.

"The important thing is that this subway must continue," Secretary Volpe declared. "It offers us the best solution to our transportation dilemmas."

Any decision not to continue the subway, the Secretary added, would ultimately entail very unpleasant prospects -- the almost complete

strangulation of the downtown area in never-ending traffic jams or severe restrictions on the use of private automobiles in the working or business areas of the city.

The tracked air cushion vehicle project will run from the airport proper a distance of 13.5 miles to a point west of Dolly Madison Boulevard. It is scheduled for completion in time for the International Transportation Exposition to be held at Dulles May 27 through June 4, 1972.

"The Dulles TACV project is a step toward the most advanced transportation systems for the Washington area -- fast, pollution free and safe," Secretary Volpe said. But, he stressed, "it is up to the various governments of the Washington area to perfect a regional transportation plan which can integrate the TACV, the Metro and all other modes of transportation into a coordinated, balanced regional system."

Secretary Volpe outlined several proposals on how the area could meet its transportation problems:

- * express commuter buses;
- * increased inner city mobility;
- * restrictions on automobiles in certain areas of the city;
- * mini-buses in auto-free areas;
- * better use of existing railroads; and
- * redevelopment of the Georgetown waterfront area.

"A major part of our transportation policy," Secretary Volpe said, must be decisions on future highways and freeways. In the two years since I have assumed the duties as Secretary of Transportation, I have seen a complete change of attitude on the part of people in our metropolitan areas toward the unrestricted building of freeways. . . . But I am also aware of the tremendous contributions highways and freeways have made to the way we live, work and pursue happiness. . . . Highways have made the good life possible. And they can fit in harmoniously as part of the urban scene."

He said, cities belong to people and automobiles must not take precedence. He suggested that the District of Columbia develop an extensive program of pedestrian malls and plazas in the downtown area.

Secretary Volpe offered the complete support of the Department of Transportation to the local governments but stressed that the Department's role is to help and not to do the job itself. "My Department will advise," he said, "we'll plan, we'll catalyze, we'll coordinate. We'll help finance. But it's up to you . . . to make the decisions, adopt the plans and carry them out."

The Department of Transportation, the Secretary said, has assembled the nation's best minds in all aspects of transportation, including safety, environment and what Secretary Volpe called "people programs" -- equal opportunity hiring, replacement housing and concern for transportation users.

"These are the skills we will make available to Washington area jurisdictions . . . we are here to help -- to complement your efforts in increased measure over what we've done in the past," Secretary Volpe stated.

To resolve the area's transportation problems, the Secretary concluded, "all the governments represented here tonight will have to display an increasingly higher level of cooperation. I believe such cooperation is possible. And I shall do what I can to help."



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT-- 2971
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today that he is sending Benjamin O. Davis, Director of Civil Aviation Security, on a mission to several countries to discuss a broad range of air security techniques.

General Davis will meet with government and aviation industry officials in Italy, Hong Kong, Korea, Japan and Australia. "The visits flow from a directive by President Nixon to consult fully with foreign governments, to share what we know and to learn from the experiences of other Nations," Secretary Volpe said.

On the basis of talks he had during last month's international meeting on air security, Secretary Volpe expressed the hope that similar visits with other countries, particularly the U.S.S.R. and Yugoslavia, might be arranged. "The problems of international air security transcend political differences," Secretary Volpe declared, "and if they are to be dealt with effectively, the effort must be on a universal scale."

General Davis' itinerary calls for him to be in Rome on February 22 and 23; Hong Kong, February 25 and 26; Seoul, February 26 and 27; Tokyo, February 28, March 1 and 2; Melbourne, March 3 and 4; and Sydney, March 5.

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021871



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT-- 2971
Phone: (202) 426-4321

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021871



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY, A. M.
February 20, 1971

DOT -- 3071
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today the award of the first contracts, initiating the program for installation of a tracked air cushion vehicle (TACV) line along the Dulles Airport access road.

The contracts were awarded to the LTV Aerospace Corporation of Dallas and the Rohr Corporation of Chula Vista, California. Each contract, in an amount not to exceed \$100,000 calls for the preparation of proposals for the system, a timetable for completion and a firm project cost. Negotiations for a similar contract with Grumman Aerospace Corporation of Bethpage, New York, are continuing.

Work to be performed under the contracts is described as Phase I of the TACV project. The contracts were awarded by the Transportation Department's Urban Mass Transportation Administration. They will be followed by Phase II contracts under which successful bidders will complete the TACV design, construct the guideway, fabricate the vehicle and install and operate the system during the U.S. International Transportation Exposition to be held at Dulles May 27 through June 4, 1972. There will be a Phase III period during which the TACV line will be operated for 18 months for evaluation and testing.

The decision to proceed with the TACV project was announced by Secretary Volpe in a speech before the Washington Area Council of Governments February 16. In announcing the award of the contracts today the Secretary said, "This action means that we are moving ahead promptly with this project and that we fully expect to have it in operation in time for the 1972 International Transportation Exposition. We hope it will provide a major contribution to the development of new modes of transportation for the future."

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The TACV, which will run 13.5 miles from Dulles to McLean, Virginia, will be powered by an electric linear induction motor (LIM) which is virtually silent and pollution free. Both the TACV and the LIM have been developed under contracts awarded by the Department's Federal Railroad Administration. Urban Mass Transportation Administrator Carlos Villarreal said "this project will demonstrate the technical feasibility of combining the tracked air cushion vehicle with the linear induction motor and applying them to urban mass transportation."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE AT WILL

DOT -- 3271
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe has sent to Congress a proposal to allow states split by time zone boundaries to set their own clocks to suit themselves during Daylight Saving Time.

This is the first major change in the 1966 Uniform Time Law which requires the Secretary of Transportation to define the limits of each of the eight statutory time zones in the United States.

Secretary Volpe's proposed amendment would allow legislatures in the 12 affected states -- Indiana, Kentucky, Tennessee, Florida, North and South Dakota, Nebraska, Kansas, Idaho, Texas, Oregon and Alaska -- to exempt part of their states from observing Daylight Saving Time. As the law now stands, states can only opt to exempt the entire state.

"When a time zone line divides a state its eastern and western populations are frequently in disagreement on whether or not the state should act to exempt the state from the Uniform Time Law," Secretary Volpe said. "Our proposal would permit legislatures in the 'split states' to exempt the entire area lying in a given time zone."

The confusion in time is particularly acute in states split between Eastern and Central time because of the heavy population and business concentration. Because of the law's present inflexibility, the Indiana legislature voted to keep the state on Eastern Standard Time, except for the area around Gary and Evansville. Neighboring Illinois and Kentucky, in the Central Time zone, will abide by the Daylight Savings Time Law.

Thus, the towns just outside Gary will be on Eastern Standard Time this summer while Gary will be on Central Standard Time and Chicago, only a few miles away, will be on Central Daylight Time.

A motorist passing through three time zones in a matter of minutes will, at worst, find the situation annoying, and at best, amusing, but for residents the condition has more serious consequences. The differences in time have a serious, disruptive effect on businesses, industry, transportation, broadcasting and public events, and leisure time activities.

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Frank J. Clifford

022271



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, February 22, 1971

DOT -- 3371
Phone: (202) 425-4321

Those frustrating bumper-to-bumper, horn-honking, pollution-spewing lines of cars, trucks and buses that clog big city downtown traffic arteries may become a thing of the past, thanks to a \$2 million Department of Transportation contract awarded last June to 11 major cities from coast to coast.

"Representatives of the 11 cities will be in Washington on February 23 and 24 to give us a report of their studies over the past six months," Secretary of Transportation John A. Volpe said in announcing the meeting. "I am confident that the work done by these groups under our Urban Corridor Demonstration Program will assist us in reducing the congestion in our urban areas -- particularly the vexing, twice-a-day problem of commuting through these saturated corridors."

The program is jointly funded by the Department's Federal Highway Administration and the Urban Mass Transportation Administration.

"When we undertook this study we were fully aware that the congestion problems is a tough one, that there is no "off-the-shelf" solution ready made for us to grab and put into operation," Secretary Volpe said. "The ground work laid by the study teams working under the Urban Corridor Demonstration Program should provide us with some answers that could be applicable to a great number of cities."

The program puts high priority on mass transit vehicles now often competing with automobiles carrying only one or two people. Preferential bus lanes, ramps, and signalling are some of the approaches being tested in varying circumstances.

Following the two-day conference several of the participating cities will continue to work under their planning contracts, while others will enter into the implementation phase this fiscal year. Implementation funds for the Urban Corridor Demonstration Program will be available through the regular Federal-aid programs of the FHWA and the UMTA, augmented by additional special funds from Congress.

Cities participating in the program are: Atlanta, Cincinnati, Dallas, Dayton, Los Angeles, Louisville, Minneapolis, New Haven, New York, Philadelphia and Washington.

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Frank J. Clifford



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY, A.M.
February 23, 1971

DOT -- 3171
Phone: (202) 426-4321

The Department of Transportation has recommended to the Interstate Commerce Commission seven objectives to be attained by the ICC's upcoming investigation of the railroad rate structure.

The proposed objectives are to determine:

- The cost-revenue relationship of the various commodities that move by rail.
- The extent of the traffic now moving by other modes that would move by rail at a profit to the railroads given appropriate rates.
- The reasons why the railroads have sought across the board increases in rates, rather than selective increases.
- What procedures can be adopted to encourage a more precise and effective approach to railroad rate increases, assuming that the facts do show that the present approach of using across the board increases is not the optimal means for the railroads to obtain the profits they need.
- What procedures should be adopted to protect shippers who can feasibly ship only by rail from monopoly pricing by railroads.
- How tariffs could best be simplified.
- What procedures can be adopted to provide for expeditious changes in individual rail rates, both in accordance with the determinations of the investigation and, in the future, in accordance with the railroads' needs and the demands of the marketplace.

"We do not envisage this investigation as a means for determining the proper relationship between the rates applicable to all the myriad commodities that move by rail, nor do we envisage this as a rate setting procedure," the Department stated in its presentation of views to the ICC.

"An attempt of that sort would require inordinate expenditures of resources by all parties, would undoubtedly take much too long, and might well prove to be of little use," the Department stated.

"The more effective approach to creating a more appropriate rate structure, it seems to us, is first, to establish standards and procedures and supporting rationale that would encourage railroads to make changes in rates more in line with their needs and the needs of shippers; and to the extent that the railroads failed to so act, to enable shippers and the Commission to achieve such rate changes through expeditious rate proceedings brought subsequent to the conclusion of this investigation.

"Second, action should be undertaken here to assure that future rates can and will be promptly adjusted in accordance with the changing economic environment."

In its pleading the Department listed some thirty separate issues the investigation should examine.

Because of the complexity of the issues to be examined by the investigation, the Department recommends it be conducted in the five phases of:

- Rate level standards and procedures.
- Rate change standards and procedures.
- Return on investment.
- The content of tariffs.
- Standards for determining discrimination, prejudice and preference issues.

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William Bishop



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 3471
Phone: (202) 426-4321

WASHINGTON -- The U.S. SST sideline noise and noise over the communities surrounding airports will be at least as quiet as the newest 4-engine subsonic jet transports, according to findings of the SST Community Noise Advisory Committee.

Dr. Leo Beranek, chairman of the SST noise advisory committee, said in a letter to W. M. Magruder, U.S. SST Development Director, "We reviewed in detail with Boeing and General Electric the status of engine and aircraft design of the production SST with respect to noise. This review included results of recent tests on a number of jet noise suppressors, aircraft and engine performance, and the adequacy of engineering methods in predicting the noise levels for the production SST."

Dr. Beranek, general manager of Bolt, Beranek & Newman, Inc., acoustics research firm of Cambridge, Massachusetts, reported, "We conclude that the level of technology demonstrated by Boeing and General Electric is sufficient to achieve the noise level objectives we recommended."

The noise level objectives for the U.S. SST were to satisfy the requirements set forth in Federal Air Regulation (FAR) 36, which has established 108 EpNdB sideline noise measured from a distance of 0.35 nautical mile (NM) from the centerline of the runway, and 108 EpNdB noise over the community at distances of 3 1/2 NM from start of takeoff and 1 NM from touchdown at landing. These noise requirements effect the new Boeing 747 4-engine subsonic transport, as well as the DC-10 and L-1011 trijets expected to start airline service within the next two years.

Magruder expressed his satisfaction upon receiving the report from Dr. Beranek's committee, and added that continuing research between now and the time the SST will enter service in 1978 may very well bring even greater noise reduction.

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The SST Community Noise Advisory Council was formed in July 1970 to advise the Director of the SST Development Program on noise aspects of the SST, and to provide guidance, advice and scientific assistance to the Government for on-going research programs on noise related to the SST. The names of the Committee are attached.

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ATTACHMENT

022271

SST COMMUNITY NOISE ADVISORY COMMITTEE

PERMANENT MEMBERS:

DR. LEO L. BERANEK, CHAIRMAN - BOLT, BERANEK & NEWMAN, INC.
DR. RAYMOND A. BAUER - HARVARD BUSINESS SCHOOL
DR. JACK L. KERREBROCK - MASSACHUSETTS INSTITUTE OF TECHNOLOGY
MR. FRANK W. KOLK - CHAIRMAN, SAE COMMITTEE ON AIRCRAFT NOISE (A-21)
MR. KENNETH MCK. ELDRED - WYLE LABORATORIES
MR. AUBERT L. MCPIKE - MEMBER, NATIONAL AIRCRAFT NOISE ABATEMENT COUNCIL
MR. CLIFTON A. MOORE - LOS ANGELES DEPARTMENT OF AIRPORTS

LIAISON MEMBERS:

MR. HARVEY H. HUBBARD - NASA LANGLEY RESEARCH CENTER
MR. NEWELL D. SANDERS - NASA LEWIS RESEARCH CENTER
DR. JOHN O. POWERS - FEDERAL AVIATION ADMINISTRATION
MR. CHARLES R. FOSTER - DEPARTMENT OF TRANSPORTATION
MR. GEORGE N. CHATHAM - LIBRARY OF CONGRESS
MR. DANIEL R. FLYNN - DEPARTMENT OF COMMERCE
DR. ALEXANDER COHEN - DEPARTMENT OF HEALTH, EDUCATION & WELFARE
DR. HENNING E. VON GIERKE - U.S. AIR FORCE
MR. JOHN C. SCHETTINO, EXECUTIVE SECRETARY - OFFICE OF SST DEVELOPMENT



DEPARTMENT OF TRANSPORTATION

56063 6200

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR P.M. RELEASE

WEDNESDAY, FEBRUARY 24, 1971

DOT -- 3571

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today asked Federal Highway Administrator F. C. Turner and Urban Mass Transportation Administrator Carlos Villarreal to review proposals for an exclusive "busway" in the Los Angeles area and to make final recommendations to him on Federal participation in the project.

Mr. Turner and Mr. Villarreal are in Los Angeles today to inspect the proposed project which would call for construction of an 11-mile bus roadway partly within and partly adjacent to the San Bernardino Freeway (I-10) between Mission Road in Los Angeles and the City of El Monte.

Secretary Volpe reviewed the proposal with California Governor Ronald Reagan at a meeting in Washington earlier this week.

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"The problem of rush hour traffic congestion is one of the biggest urban headaches today," said Secretary Volpe. "It is a problem that absolutely must be solved, and I think that the philosophy that the Department of Transportation has adopted of moving people rather than merely vehicles, is going to be the answer. We have a growing number of experimental projects we are sponsoring around the country to determine whether commuters can be inducted to leave their cars at home during rush hour if we provide bus rapid transit that is not only fast, but clean, comfortable and convenient. I think this new approach is going to be successful in reducing congestion, increasing safety, and alleviating a lot of frayed tempers.

"One of its most attractive aspects," Secretary Volpe added, "is that it can be implemented in the near future -- not at some far off date. It is an immediate and practical solution."

The proposed 11-mile busway would cost an estimated \$51.5 million. Of this amount, the Federal Highway Administration (FHWA) would provide \$29.1 million; the Urban Mass Transportation Administration (UMTA) \$6.8 million; the California Division of Highways, \$3.3 million; the Southern California Rapid Transit District, \$7.3 million; and cities and other jurisdictions, \$5 million.

The FHWA recently authorized preliminary engineering and right-of-way appraisal work, after approving the project concept as submitted by State and local officials.

It is proposed that UMTA funds be used to build the new bus stations along the busway and to purchase a fleet of modern buses.

Involved in the proposed project is the shifting of the existing Southern Pacific Railroad tracks to provide room for the two new highway lanes.

Other features of the project include:

- * Two new bus stations without parking and two stations with fringe parking.

- * Exclusive curb lanes for buses on Los Angeles' central business district streets.

- * A 6.6 mile section of the busway in the median of the San Bernardino Freeway between the Long Beach Freeway and El Monte, consisting of a 17-foot bus lane with a 10-foot common shoulder with the freeway lanes in each direction.

* A 3.8 mile section adjacent to the freeway between Mission Road and the Long Beach Freeway, consisting of a 54-foot two-way busway, with 12-foot lanes, an eight foot right shoulder, a four foot left shoulder, in each direction, separated by a positive barrier.

Under the proposal, during the first two years of a five year experimental period only buses will be permitted to use the busway during rush hours; other vehicles may be permitted on it during non-rush hours and on weekends, when bus use will be minimal. The following three years automobiles may be admitted to the busway during rush hours, but on a strictly metered basis so as not to impede the bus flow.

Federal and State highway officials both point out that by such usage, the busway will be providing a maximum return on the highway investment.

The San Bernardino busway would be the latest of several projects financed jointly by the Federal Highway Administration and the Urban Mass Transportation Administration in which buses are given preferential treatment during rush hours.

In the suburban Virginia area of Washington, D.C., an exclusive bus lane has been provided on Shirley Highway (I-95). Two reversible lanes running a total of four miles have been used exclusively by buses during the rush hours. The first, limited test was so successful that it was decided to construct a temporary bus roadway the remaining four miles to the new 14th Street Bridge spanning the Potomac River. A mile and a half on this has already been opened, with the remainder to be put in service on April 1. So far, commuters using this bus service are saving 12 to 18 minutes. When the exclusive bus roadway is completed into Washington this spring, it is expected they will save up to 30 minutes.

Since this fast bus service was initiated, the patronage has increased by 30 percent.

The exclusive bus lane can also be used by emergency vehicles such as ambulances, police cars or fire trucks -- so that even during the height of the rush hours, when congestion is heaviest, these emergency vehicles can move quickly when needed.

An exclusive bus lane inbound has been established on I-495 in New Jersey, which enables buses to save more than 15 minutes between the New Jersey Turnpike and the Lincoln Tunnel. More than 800 buses carrying approximately 35,000 commuters each morning are using this exclusive lane. An interesting feature is that this exclusive lane, which extends for two-and-a-half miles, actually uses one of the outbound lanes,

thereby increasing the "productivity" of an available highway facility.

In Seattle, there is the "Blue Streak" demonstration project. Here special "Blue Streak" express buses travel six miles between a 550-car parking lot in a residential area to the heart of downtown on Interstate 5. At the downtown end, buses use an exclusive wrong-way lane on a one-way street. Bus commuters are saving around 20 minutes per trip, and the response has been so favorable that the parking lot is overflowing by 8:30 each morning.

In Milwaukee County, a feasibility study is being conducted involving a proposed bus roadway as part of a bus rapid transit system there. Under the planned system, buses would circulate in residential areas to pick up commuters, use a network of freeways in outlying areas, then enter an exclusive bus roadway approximately five miles in length into the Milwaukee central business district.

In Pittsburgh, final design work is underway on two exclusive bus highways, making use of existing streetcar and railroad rights-of-way.

In Cleveland, a detailed feasibility study has recently been completed on reserving one lane of I-94 for buses and car pools.

And there is another study under way on the feasibility of reserving a lane for buses and car pools on the Oakland-San Francisco Bay Bridge.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
February 24, 1971

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

The U.S. Department of Transportation today made a grant of more than \$1 million to the New Jersey State Department of Transportation to cover two-thirds of the cost of a new enlarged and relocated commuter railroad station in Metuchen, New Jersey.

Secretary of Transportation John Volpe said the new station will be relocated 300 feet to the west of the existing station in an area more accessible to commuters. The station's parking capacity will be increased from 650 to 850 cars as a result of the project.

The Federal grant of \$1,014,106 will be administered by the Department's Urban Mass Transportation Administration. The remaining one-third cost of \$507,054 will be paid by the State of New Jersey and the Borough of Metuchen, bringing the total project cost to \$1,521,160.

Both station platforms will be raised and lengthened from 500 feet to 850 feet to accommodate 10-car trains made up of 90 new commuter cars currently being delivered to the State through the assistance of \$16.6 million in previous UMTA grants.

Passengers no longer will have to climb or descend stairs when boarding or leaving a train at Metuchen, as the new platform height will be identical to the height of the floor of the new cars. Approximately 650 feet of station canopies will be erected over the new platforms. Three pedestrain overpasses and one underpass also will be constructed.

About 4,500 commuters pass through the station in eastbound and westbound movement on an average weekday. About 65 trains a day stop at Metuchen in the combined eastbound and westbound movement.

Metuchen is a major commuter station located in Middlesex County, N. J., about 27 miles or 43 minutes running time southwest of New York City on the Penn Central's main line between New York and Philadelphia.

An advance feature incorporated into the new station design is a provision for several closed-circuit television cameras to be strategically located in and about the station area and connected by receivers to the Borough Police Station and to the ticket agent's office.

The Borough of Metuchen is cooperating with the State of New Jersey in improving station parking areas and constructing new access roads as part of the project.

In addition to participation in site preparation and property acquisition, the Borough also will pay one-third of the cost of the new television surveillance system.

Secretary Volpe estimated that the entire project, which is part of an overall upgrading of Penn Central's commuter stations, "will save commuters between six and eight minutes during each trip on the New Brunswick line alone."

And UMTA Administrator Carlos C. Villarreal observed that "running times for all commuter trains should further decrease when all 90 new commuter cars are delivered."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
February 24, 1971

DOT-R-0671
Phone: (202) 426-4321

The U. S. Department of Transportation today made a supplemental study grant of \$176,390 to Metropolitan Dade County, Florida, for rapid transit planning.

The grant, to be administered by the Department's Urban Mass Transportation Administration, brings the total Federal participation in the project to \$442,470, which is being matched by \$221,285 in local funds.

An original grant of \$266,180 was made in October 1968, for a nearly-completed study of rapid transit needs in Dade County, which includes the city of Miami. The supplemental funds allow an expansion of this study to include Broward and Palm Beach Counties. An examination of immediate transit needs in these two counties and in the Model City area of Dade County also will be included.

In announcing the grant, Secretary of Transportation John A. Volpe said:

"This is a fine example of three counties working together in the area of transportation planning."

Because of rapid continuous development in the three counties, especially along the coast, an area-wide approach to transit planning is essential, commented UMTA Administrator Carlos C. Villarreal.

For further information, contact the UMTA Office of Public Affairs at (202) 426-4043, or;

Mr. Eugene L. Simm, Director
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Metropolitan Dade County
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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

February 25, 1971

DOT -- 3671

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe and Governor Francis W. Sargent of Massachusetts, today announced that the U. S. Department of Transportation has approved a \$3.5 million grant to resolve the transportation problems of the Boston metropolitan area.

The study, which will extend over 18 months, was first proposed by Governor Sargent's Transportation Task Force in February 1970 in response to Secretary Volpe's call for new directions and initiatives in transportation planning. Secretary Volpe's concern was reflected in the creation of an Office of Environment and Urban Systems as his first official act as Secretary to resolve the transportation impasse that had been occurring in major metropolitan areas of the United States.

"The proposed study is one of the most comprehensive ever submitted to the Department of Transportation," Secretary Volpe said. "All forms of transportation and their relation to community development will be considered by the study. Today's urban society must be served by transportation which satisfies social, political, and environmental needs as well as purely transportation goals and objectives.

"President Nixon and I are committed to encouraging decision-making at the local and state levels, which this study represents. We believe that the Boston region's development program will serve as an excellent example of how those who are affected by serious transportation problems can and should be involved in making the basic choices regarding their communities.

"I believe this study to be of national importance particularly as our Nation moves to create new transportation programs for metropolitan areas now demanding innovation and change in transportation practice. The Governor and citizens of Massachusetts are to be commended for their imaginative and creative approach to the solution of these very pressing problems. It is not a study for study's sake, but a commitment to get the facts that lead to positive action.

The Secretary indicated that the study will insure that the transportation planning process will be used as a positive tool for improving the quality of life in the metropolitan Boston area.

"Protecting the environment is not merely the preservation of parks and open spaces," the Secretary said. "It basically concerns the manner in which we live and the role that transportation fulfills in achieving our common goals."

The Secretary stated that the Nixon Administration has full confidence in the capacity of citizens to make decisions with responsible leadership that are compatible with their goals and assumptions. "This study is illustrative of what revenue sharing might accomplish. I believe this program will serve as an important step toward equitable, compatible and balanced transportation in the Boston area. Hopefully, it will become a model for all of urban America."

The study will consider a number of major transportation controversies in the Boston area. These will be reviewed in concert, with careful attention to their interrelationships and to their effect upon the full range of metropolitan values, such as environment, housing, employment, and the economy.

The 18-month study will focus on the proposed construction of a number of new limited access expressways and rapid transit extensions of the Massachusetts Bay Transit Authority. In particular, the study will review the Inner Belt (I-695), the Southwest Expressway (I-95 South), the Southwest rapid transit extension, the Route 2 extension from Alewife to the Inner Belt, the Harvard-Alewife transit extension, and relocated I-95, including the Third Harbor Tunnel.

Governor Sargent has indicated that a decision on Boston's Southwest Expressway will be made within 12 months.

The Governor made the following comments in response to the announcement:

"Secretary Volpe's decision today to grant \$3.5 million to the Commonwealth of Massachusetts to develop a balanced transportation system for the Boston metropolitan region is a milestone for the Nation and our State.

"We are deeply grateful to the Secretary for his decision and confidence in our program for the metropolitan region. Two years ago, he assumed one of the most difficult jobs in Washington to lead the Nation in changing its transportation priorities and programs to meet the challenges of the seventies. His decision today is still further evidence that we can develop new ideas and approaches to the transportation problems that confront our metropolitan areas. The significance of the Secretary's decision to Massachusetts and other states for which it will serve as a model is threefold.

"First, this study and development program represents an effort to bring the transportation decision-making process as close as possible to the local level and to elevate the role of citizen participation in the planning process to a significant and meaningful level.

"Second, it is far-reaching in its effort to first evaluate and weigh the environmental and community considerations and impacts before deciding whether to build a transportation facility rather than deciding to build a facility and then considering environmental impacts.

"Third, it represents an effort to develop a new Federal/State relationship in transportation planning which encourages state initiative and Federal flexibility in developing transportation programs for urban areas.

"This is an historic decision. We now move forward."

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