



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.  
August 1, 1970

Phone: (202) 962-3928

At the request of President Nixon, Secretary of Transportation John A. Volpe has accepted the chairmanship of the Combined Federal Campaign for a second year.

Secretary Volpe headed the 1969-70 CFC in which contributions from Federal employees totaled \$8,022,611 -- a figure which set a new record and represented 108 percent of the campaign goal.

The Combined Federal Campaign enables government employees in the National Capital Area to conduct one on-the-job fund drive each year, thus avoiding repeated solicitations.

As in past years, the 1970-71 campaign will combine into a single drive the campaigns of the United Givers Fund, the National Health Agencies and the International Service Agencies to meet the needs of more than 150 local, national and international health, welfare and social service agencies.

"As a Federal employee and resident of Washington," Secretary Volpe said, "I found the efforts expended in last year's campaign particularly rewarding. The deep concern for the less fortunate demonstrated by my fellow Federal employees was gratifying.

"I am confident that concern will be reaffirmed this year."

#####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY, A.M.  
August 5, 1970

DOT -- 16570  
Phone: (202) 963-5105

Secretary of Transportation John A. Volpe said today that impressive progress has been made in recent months in upgrading the nation's air traffic control system both through equipment modernization and improvement of working conditions of air traffic controllers.

The Secretary made the statement in announcing the award of contracts totaling more than \$25 million to the International Business Machine Corporation of Gaithersburg, Maryland, for computers and computer components and aids to be installed in Federal Aviation Administration air traffic control centers. He said the program of modernization, of which these contracts are a part, plus steps taken for the benefit of controllers, goes a long way toward correcting deficiencies such as those pointed out in the Corson Committee report last January.

The Corson Committee, known officially as the Air Traffic Controller Career Committee, was named by Secretary Volpe in August, 1969. It was headed by John J. Corson, a noted educator and consultant who also had served in important roles in the U.S. Government.

At the time of the Committee's appointment Secretary Volpe said, "Since taking office in January (1969) I have been increasingly aware of the problems which are posed to our air traffic control system by the accelerating number of aircraft operations in the United States...Now we feel that the time has come to look specifically at the career needs of the controllers and our employment policies and procedures which govern them."

In making its report six months later (January 29, 1970) the Corson Committee noted; "The air traffic controller career problems that gave rise to the establishment of this committee have existed since the early sixties. During the years since then, these problems have been aggravated by the rapid growth in air traffic, delay in the resumption of controller recruitment following its virtual discontinuance between 1963 and 1967, and by the lack of positive efforts to diagnose the personnel needs of the system and to meet them."

Secretary Volpe said today in assessing results since the Committee report:

"I am particularly pleased to be able to report that we are making better use of the skills of experienced air traffic controllers by moving them into advanced control jobs more rapidly.

"This action has the equally important benefit of enhancing the career potential of the air traffic controller profession."

Air traffic controllers previously had to serve mandatory waiting periods before promotion, regardless of qualification.

More than 1,300 controllers will begin receiving pay increases next month as a result of the Civil Service Commission decision which permits the change in policy.

The new procedure applies to controllers at facilities that will be upgraded as a result of increased workload. It also affects developmental controllers who meet all the job proficiency requirements for promotion to the two top pay levels but do not meet the time-in-grade requirement.

Accelerated promotions will help alleviate the shortage of journeyman and near-journeyman control personnel in the busiest air route traffic control centers and airport towers by reducing the time required to qualify for these positions.

The new policy has been made possible by changes in the FAA's air traffic controllers training program which has been revised to improve the quality of training. When a controller meets the proficiency requirements for promotion, the agency can make an exception to the usual 12 month time-in-grade requirements.



Improved career progression and inducements to prospective applicants were among the major recommendations of the Corson Committee.

Under the new policy, air traffic controllers who have reached the journeymen level, meaning they are fully qualified at all control positions in the area of operation, will be promoted one grade immediately when their facilities are reclassified upward. Previously, journeyman controllers at up-graded facilities had to wait until they had served a full year in the lower pay level before they began receiving higher pay.

The time-in-grade waivers for developmental controllers will be effective through June 30, 1971, at which time it will be reviewed.

Staffing at FAA air traffic control facilities increased by approximately 2,521 during the first six months of 1970 and resulted in substantial reduction of overtime.

A total of 18,559 persons are employed in the towers and centers, the June 30 figure shows.

The FAA has at this time some 1,400 new hires receiving initial training and has requested authorization from the Congress for an additional 2,265 air traffic control positions in fiscal 1971.

In assessing today the improvements which now have been made in the FAA traffic control network, FAA Administrator John H. Shaffer said: "I take great satisfaction in the advancements which have been made in this critical system in view of the long period during which its needs had been neglected. We now are well on our way toward a highly automated system which will increase safety, reduce the burden on air traffic controllers and prepare the country for the handling of the greatly increased air traffic of the future.

Among the awards announced today, one contract for \$16,676,890 is for the purchase of high-capacity, high-speed computer equipment. Complete systems were bought for Los Angeles, Washington and Kansas City centers and partial systems were bought for Indianapolis, Fort Worth and Atlanta. The high-capacity computers will replace the lower capacity systems currently installed in these busier centers. The FAA will relocate the lower capacity systems to the lower activity centers.

Another contract for \$3,095,110 is for the purchase of higher-capacity computer components and display subsystem components for the FAA centers at Indianapolis, Fort Worth and Atlanta.

A third contract for \$386,477 is for modification to provide the present Washington computer system with more capacity and to provide automation at the Atlanta center to relieve the manual workload on controllers until the higher capacity system becomes operational.

A fourth contract, a \$5,368,881 award for computer software, will provide a year of assistance for each center in maintaining the interim national computer program, adapting it to provide for additional operational requirements, while continuing the development of the standard national computer program.

The FAA Air Route Traffic Control Centers are responsible for the control of aircraft operating under instrument flight rules during the enroute portions of flight between terminal areas. The enroute automation system is expected to be operational at all 20 centers serving the domestic U.S. during 1974.

#####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.  
August 5, 1970

DOT -- 16670  
Phone: (202) 962-3928

Dulles International Airport will be the site of the 1972 United States International Aeronautical Exposition, Secretary of Transportation John A. Volpe announced today.

President Nixon, through an Executive Order, delegated to Secretary Volpe the authority to establish and conduct an international air show in the United States after Congress enacted legislation calling for the exposition.

"The international fair will focus world attention on U.S. technical and production leadership in aerospace and advanced transportation systems," Secretary Volpe said.

"The United States has long been a world leader in aviation and aerospace developments. Now the fair will be an international showcase for our products."

In announcing his decision, Secretary Volpe said, "I was gratified by the offers from officials of many cities around our nation to host the first international air show ever attempted by our country.

"In screening the offers and comparing them with the facilities of the Dulles Airport, which is owned and operated by the Federal government, I have decided that Dulles would be an ideal place to hold the exposition.

"Dulles has the available 185 acre space required to house outdoor and indoor exhibits, is accessible to plenty of parking space and Dulles is a model aircraft terminal. The exposition can thus be held without interfering with the normal operations of the airport."

The exposition will be held in early June, 1972.

About one-million visitors are expected to view the wide range of more than 500 exhibits to be displayed.

FOR RELEASE THURSDAY A. M.  
August 6, 1970

DOT-R-02  
Phone: 426-4043

Urban Mass Transportation Administrator Carlos C. Villarreal said today that the Department of Transportation's test facility in Pueblo would enhance public transportation in all parts of the country. He said "the High Speed Ground Transportation Test Center will provide a national focal point for development of advanced transportation systems and the improvement in safety and performance of existing modes."

Secretary Volpe chose the Pueblo site from ten final selections after considering the area, terrain, weather, land acquisition, accessibility, and adaptability to other Department's needs. The Secretary and the Pueblo site "offers an optimum facility at minimal cost to the Federal Government. It will give us the capability to test all types of equipment and engines in a variety of weather and terrain conditions."

Villarreal, who was in Pueblo to inspect the high-speed ground test facility about 12 miles northeast of Pueblo, noted recent improvements to city transit systems.

"Pueblo bus service has improved considerably in the past few years. Bus riders, merchants, motorists, and the entire community benefit from better transportation," Villarreal said.

A Federal grant of \$174,680 was announced last April to assist in the purchase of 12 new 19-passenger buses. With this acquisition the entire fleet will be relatively new.

#####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
August 7, 1970

DOT--17070  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today established an Office of the Assistant Secretary of Transportation for Safety and Consumer Affairs and announced the nomination by President Nixon of Admiral Willard J. Smith to be the new Assistant Secretary.

Admiral Smith retired June 1 as Commandant of the United States Coast Guard, a unit of the Department of Transportation.

Secretary Volpe said: "I am delighted to welcome Admiral Smith back to the Department of Transportation team. His leadership of the Coast Guard during the past four years was exemplary. The challenge which President Nixon and I now give him is awesome but he is more than a match for it.

"Safety is the prime concern of the Department of Transportation as it must be with any entity involved in transportation," Secretary Volpe said. "But the Department's commitment to the transportation consumer, while less obvious, is also vital to the welfare of the United States.

"We have in this country more than 200 million people spread across 3-1/2 million square miles of land. Everyone of these people is a transportation user. Trucks, railroads, aircrafts, pipelines, ships and barges move about two trillion ton-miles of freight every year to house, feed, clothe, educate, medicate, transport, employ and entertain these millions of Americans.

"It will be one of Admiral Smith's tasks to see to it that the transportation consumer gets full consideration in transportation planning and practice," Secretary Volpe stated.



In addition to coordinating departmental safety and consumer affairs programs, the new Assistant Secretary will coordinate the Department's activities with those of other government agencies, the transportation industries and the public.

Admiral Smith, who was born at Suttons Bay, Michigan, on May 14, 1910, graduated from the U.S. Coast Guard Academy in 1933. His first assignment was as a line officer aboard the Cutter SARANAC. He subsequently took flight training at the Naval Air Station, Pensacola, and received his wings in June 1940. He was appointed Commandant June 1, 1966. He is married and has two children.

"Four offices will support the new Assistant Secretary: Office of Safety Program Coordination; Office of Consumer Affairs; Office of Hazardous Materials; and Office of Pipeline Safety. The first two offices are new while the latter two have been transferred from the Office of the Assistant Secretary for Systems Development and Technology.

Operational responsibilities in the National Highway Safety Bureau and the various administrations within the Department remain unchanged. The Department of Transportation is responsible for safety in all transportation modes.

The Department of Transportation Act provides for five Assistant Secretaries. To allow for the new office, the position of the Assistant Secretary for Public Affairs was eliminated. Functions of this office have been transferred to an Office of Public Affairs and an Office of Congressional Relations, which includes an Office of Intergovernmental Relations. These offices report directly to the Secretary.

Other Assistant Secretaries are: Policy and International Affairs, Environment and Urban Systems, Systems Development and Technology and Administration.

#####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE  
August 9, 1970

DOT -- 16970  
Phone: (202) 962-3928

Secretary of Transportation John A. Volpe today announced the appointment of Elizabeth J. McLean, of Chicago, Illinois, as a member of the Department of Transportation's Citizens' Advisory Committee on Transportation Quality.

Mrs. McLean is Assistant Commissioner of Public Works for the City of Chicago. She is a graduate of the University of Wisconsin with a degree in Civic Engineering and City Planning. She has been employed by the City of Chicago since 1954 and has been Assistant Commissioner of Public Works since 1967.

Mrs. McLean is a member of the American Institute of Planners, the National Association of Housing and Redevelopment Officials, the National and Illinois Societies of Professional Engineers and a number of other professional and civic associations. Mrs. McLean is the wife of Charles H. McLean, Operations Engineer for the Illinois Division of Highways.

The advisory committee evaluates the quality of transportation programs from the citizen's viewpoint and acts as a sounding board in the consideration of alternative technological solutions to transportation problems.

#####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

August 10, 1970

### C O R R E C T I O N

Department of Transportation's United States Coast Guard  
Release number DOT -- 16870 for release Monday, August 10, 1970,  
should be corrected as follows:

Paragraph 4 should read:

Admiral Chester R. Bender, Coast Guard Commandant, said that  
"the devices must be capable of being operated even in adverse sea  
conditions, that is, in winds up to 40 knots, 10-foot seas and a  
2-knot current."

####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Monday, August 10, 1970

DOT -- 17170  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the Administration will ask Congress for legislative authority to cancel interest payments to the United States Treasury on the debt of the Saint Lawrence Seaway Development Corporation.

Secretary Volpe revealed the Administration's new proposed policy regarding the operation of the Saint Lawrence Seaway at the National Governors' Conference at Lake of the Ozarks in Missouri.

"This Administration believes any discouragement of Seaway traffic at this time would be detrimental to the growth of the Midwestern economy, and the economy of the Nation.

"Any increase in tolls," he said, "would tend to discourage traffic growth. Therefore, we are going on record as being opposed to an increase in the present toll structure.

"In addition," the Secretary said, "it is our position that the debt burden of the Seaway must be moderated in order to remove the constant pressure for higher tolls.

"Freed of the burden of annual interest payments, the Seaway will effectively develop and promote the movement of cargo, and at the same time return to the Treasury the capital costs incurred in its construction," Secretary Volpe said.

The interest balance of the Saint Lawrence Seaway Development Corporation was \$22.4 million as of December 30, 1969.

The annual interest burden of the Corporation is now more than \$6 million.

####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 19170  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe said today that the Department of Transportation has asked General Motors Corporation for all of the information it has on the safety performance of the Corvair automobile.

Secretary Volpe has also asked consumer advocate Ralph Nader to supply whatever additional documentation of information he might have to supplement his earlier letter to the Department.

Secretary Volpe said he has instructed Douglas W. Toms, Director of the National Highway Safety Bureau, to get the information and "to assign high priority to a prompt and painstaking analysis of all relevant factual material received from whatever source ...."

The text of these letters is attached.

091170





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
August 12, 1970

DOT -- 17170  
Phone: (202) 962-3928

Secretary of Transportation John A. Volpe today announced new comprehensive minimum Federal safety standards for the transportation of natural gas by pipeline.

"The new regulations are not an end product but the beginning of the Department of Transportation's role in gas pipeline safety," Secretary Volpe stressed. "Basically, the new regulations combine the best features of existing safety standards developed over the years by the states and by industry code committees. From here," Secretary Volpe continued, "our regulatory program will be a continuing process of identifying, defining and solving safety problems."

"Nation-wide application of these standards should improve the safety performance of the million-mile pipeline industry," Secretary Volpe said. "Interstate pipelines," he noted, "have moved trillions of cubic feet of natural gas across the length and breadth of this country with a safety record unsurpassed in transportation. But the hazard is there and the damage potential is so great that our methods must always be the best available."

"These standards were developed in a very short time thanks to the expertise made available to the Department from the Technical Pipeline Safety Standards Committee, an advisory group of experts from government, industry and the general public. Comments from state agencies, the pipeline industry and the public were also especially valuable," Secretary Volpe said.

The new standards, apply to the design, installation, testing, construction, extension, operation, replacement and maintenance of pipeline facilities. They cover all transmission and distribution lines and many field gathering lines. The new rules become effective in 90 days, except for a few provisions where additional time is required for compliance.



Generally, the new standards are stated in terms of performance rather than detailed specifications, leaving industry free to develop improved technological means of meeting the required safety level.

The new standards replace interim ones adopted shortly after the Natural Gas Pipeline Safety Act was passed in August 1968.

The Department's Office of Pipeline Safety will conduct two-day regional orientation meetings later this year to discuss the gas pipeline safety program in detail. At each meeting the first day and the second morning will be limited to state agency personnel. Owners and operators of pipeline facilities are invited for the second day's afternoon session.

Tentative dates are:

October 5 and 6, Houston, Texas -- Arkansas, Louisiana, New Mexico, Oklahoma and Texas;

October 8 and 9, San Francisco, California -- Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, Oregon, Utah and Washington;

October 19 and 20, Atlanta, Georgia -- Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina and Tennessee;

October 22 and 23, Kansas City, Missouri -- Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin and Wyoming;

November 2 and 3, Philadelphia, Pennsylvania -- Delaware, District of Columbia, Maryland, New Jersey, Ohio, Pennsylvania, Virginia and West Virginia; and

November 5 and 6, Boston, Massachusetts -- Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island and Vermont.

#####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

August 14, 1970

DOT -- 17370

Phone: (202) 962-3928

How well automotive insurance claimants fare in the settlement of their claims is the subject of an investigative report released today by Secretary of Transportation John A. Volpe.

The two-volume report -- Automobile Personal Injury Claims -- is the eleventh in a series released as part of the Department of Transportation's Auto Insurance and Compensation Study.

The report presents a nationwide sampling of how injured motor vehicle accident victims who make claims are compensated under the insured tort liability system.

Data for the study were collected by the claims offices of the 15 largest auto insurance carriers and one smaller company during the two-week period which began October 27, 1969.

The cost of the data collection was borne by the 16 participants.

The report contains analyses of auto accidents by type, loss suffered by different categories of accident victims and the relationship of loss to payments made to claimants.

The report is available from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The Catalog Number for Volume 1 (\$2.00) is TD1.17: P43/V1 and for Volume 11 (\$2.25) is TD1.17: P43/V2.

Availability of the first eight reports of the Auto Insurance and Compensation Study was announced on June 15, 1970.

- more -

The ninth and tenth reports in the series were released on July 22.

They are: Mass Marketing of Property and Liability Insurance.

A study reviewing the claimed advantages and disadvantages of various types of "group" or mass merchandized auto insurance. Included in the report is an analysis of existing legal and administrative barriers to the growth of group auto insurance. GPO Catalog Number TD1.17: P94; \$.75.

Causation, Culpability and Deterrence in Highway Crashes. Two scholars in the field of highway safety view the issue of driver fault in the light of the available scientific evidence dealing with driver behavior, causes of automobile crashes and deterrents to hazardous driving. The analysis is set in the context of a discussion of the state of the art of highway safety. GPO Catalog Number TD1.17: H53; \$1.00.

#####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
August 14, 1970

DOT -- 17470  
Phone: (202) 962-3928

Secretary of Transportation John A. Volpe today announced the appointment of Robert G. Prestemon as Director of the Office of Planning and Program Review and Walter R. Boehner as Director of the Office of Budget.

Both men will report directly to Deputy Under Secretary of Transportation John P. Olsson.

"Both of the appointees are long-time Federal career employees who have had important and significant experience in the areas of budgeting, planning and transportation administration which admirably qualify them for their new positions," Olsson said.

Prestemon has been Director of the Office of Budget in the Department of Transportation since the office was established in 1967.

As Director of the Office of Planning and Program Review, Prestemon will be responsible for departmental program formulation and evaluation, analysis and recommendations regarding national transportation objectives and the development of the programming and planning systems for the Department.

A graduate of the University of Minnesota, Prestemon entered Federal service in 1950 as an examiner at the Bureau of the Budget where he rose to the position of Assistant Chief of the General Government Division for the National Capital Area.

He received the Merit Award of the Secretary of Transportation in 1968 and the Departmental Award for Meritorious Achievement in 1969.

Prestemon has been active in the civic and government affairs of Rockville, Maryland. He is a former chairman of the Rockville Planning Commission and a former member of the City Council and the Rockville Local Planning Agency for Urban Renewal.

Boehner, a resident of Silver Spring, Maryland, comes to the Department of Transportation from the Bureau of the Budget, where he was Assistant Director for Transportation in the Economic, Science, and Technology Programs Division.

In that position he was responsible for budget and legislative review for the Departments of Transportation and Commerce, the Maritime Administration, the Civil Aeronautics Board and the Interstate Commerce and Federal Maritime Commissions.

Boehner is a graduate of Boston College. He attended the Massachusetts Institute of Technology and received his master's degree from New York University.

He entered Federal service in 1946 with the Department of Commerce.

#####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY  
August 16, 1970

DOT -- 17270  
PHONE: (202) 962-3928

Secretary of Transportation John A. Volpe announced today that the Department's Office of Information has been reorganized as the Office of Public Affairs.

The Secretary said Theodore N. McDowell, former Director of Information, will assume the title of Director of Public Affairs and will report directly to him. He said the reorganization also creates positions for two assistant directors who, under McDowell, will assist in administration of the functions of the Office.

Oscar O. Griffin, Jr., a 1963 Pulitzer Prize winner and former Washington correspondent for the Houston (Texas) Chronicle, will be in charge of the Department's news and information activities. Fred Morrison, a Washington newsman for 30 years and former Director of Public Relations for the Republican National Committee, will be in charge of public affairs program coordination of the Department's operating administrations.

Before coming to the Department last January, McDowell served for 23 years in various capacities in newspaper and broadcast news. He started as a reporter for the Washington Evening Star in 1947. His last position was General Manager, News and Public Affairs, and Secretary of the Evening Star Broadcasting Company.

The reorganization follows the recently announced elimination of the office of Assistant Secretary for Public Affairs, and the establishment of an assistant secretaryship for Safety and Consumer Affairs.

The Office of Congressional Relations which was a part of the assistant secretarial office recently eliminated will operate independently. Its Director, Robert F. Bennett, will report directly to the Secretary.

#####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
August 19, 1970

DOT -- 17570  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today that Departmental officials will visit ten metropolitan areas across the Nation as part of the Department's evaluation of the urban transportation planning process.

Secretary Volpe said, "Because of the relationship between transportation and social problems and programs it is vital that the Department of Transportation play an integral role in planning for the Nation's overall future social and economic development."

He said, "We cannot solve the Nation's social problems by solving its transportation problems alone. On the other hand, until we fill the Nation's transportation needs, it will be difficult to resolve many of our social problems. The Department's concerns go beyond transportation for the sake of transportation. Our concern also focuses on the inter-relationship of transportation planning to land use planning and, indeed, to all planning."

"I believe," Secretary Volpe added, "that we can do the kind of job that the Congress wants done, that the Administration wants done and that the people want done by seeing to it that transportation serves the broadest public need. This can be achieved only by comprehensive planning at every level."

-more-

The Department's survey of the urban transportation planning process is directed at city, metropolitan, regional and State planning programs. More than 300 State and local agencies and officials have responded to an extensive questionnaire distributed by the Department of Transportation.

In Secretary Volpe's statement he announced that representatives of the Office of the Assistant Secretary for Environment and Urban Systems which is coordinating the survey, will first visit Denver, Los Angeles, San Francisco and Seattle to present briefings on survey results to date to various Federal, State and local officials. Briefings for other metropolitan areas will be announced shortly.

The briefings are aimed at getting a first-hand report on the urban transportation planning process as seen by the State and local officials who are most directly involved. Issues, findings and developments in the survey to date will be discussed with local elected officials, city managers, transportation planners, urban planners and others who play a key role in the urban transportation planning process.

In Denver on August 19, Michael Cafferty, Deputy Assistant Secretary for Environment and Urban Systems will meet with the Denver Regional Council of Governments. On August 20 in Los Angeles he will meet with the Southern California Association of Governments, and in San Francisco with the Association of Bay Area Governments (ABAG). In Seattle, he will meet with the Puget Sound Governmental Conference group on August 21. In each city, Federal, State and local officials will participate in the meetings and the discussions.

#####

FOR RELEASE THURSDAY  
August 20, 1970

DOT-R-03  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced a \$716,861 Federal grant to the South Bend Public Transportation Corporation to assist in the purchase of new transit equipment and facilities.

The people of South Bend need and deserve a modern, efficient bus system. The improvements needed for this transit system to continue to be an economic and social benefit to the community can be made only through the investment of public funds," Secretary Volpe said.

The average age of South Bend's present fleet is 21 years. None of the buses is less than 19 years of age.

The grant was made by the Department's Urban Mass Transportation Administration. Carlos C. Villarreal, Administrator, said "The project will substantially improve the mass transit system in South Bend. It will benefit riders, motorists, merchants and the entire community."

Thirty new 45-passenger diesel transit coaches will be purchased in addition to land and buildings, electric fare boxes, and other equipment.

The net project cost of the improvement program is \$1,433,722. Today's grant represents one half of the net project cost. The Corporation can qualify for an additional \$238,953 when the region meets full legal planning requirements.

###





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR THURSDAY RELEASE  
August 20, 1970

DOT -- 17670  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today appointed Herbert W. Richardson of Framingham, Massachusetts, as Chief Scientist for the Department of Transportation.

Richardson, 40, is presently a professor of mechanical engineering at Massachusetts Institute of Technology. As Chief Scientist, a new position, Richardson will report to the Assistant Secretary for Research and Systems Development, Robert H. Cannon, Jr.

Richardson holds bachelor's, master's and doctoral degrees from MIT. He has been teaching at MIT since receiving his doctorate in 1958.

As Chief Scientist, Richardson will make recommendations to the Assistant Secretary relating to technical and scientific aspects of problems associated with the overall Department objective of planning for and implementing programs for safe and efficient national transportation systems.

He will exercise a major influence on determining the direction and scope of the total Department scientific program, including such disciplines as engineering, physics, chemistry, mathematics, statistics and economics.

#####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY 3:00 P.M.  
August 27, 1970

DOT -- 17870  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced a \$346,616 Federal grant to the Massachusetts Bay Transportation Authority of Boston, Massachusetts, to manage an industry-wide project to train transit operators.

Participating with MBTA are: Cleveland Transit Authority of Cleveland, Ohio; Chicago Transit Authority, Chicago, Illinois; Atlanta Transit System, Atlanta, Georgia; and Alameda-Contra Costa Transit District of Oakland, California.

"Transit companies need safe, reliable and courteous operators and they do their best to get them," Secretary Volpe said. "Commonly used today are general intelligence tests, tests developed for truck drivers and a 30-year old test developed for transit operators. Although the tests are being used they are not enthusiastically endorsed by the transit industry.

"No one really knows whether the tests are any good," Secretary Volpe continued. "Furthermore, the tests have been challenged as being biased, explicitly or implicitly, against minority groups. With this grant, we expect to develop the best way of finding the best-qualified people to operate our transit systems."

The grant was made by the Department of Transportation's Urban Mass Transportation Administration. The project will use the professional services of the University of Chicago's Industrial Relations Center

UMTA Administrator Carlos C. Villarreal said, "the ability to identify and select promising applicants will save transit operators the considerable amounts of money now being wasted trying to train unsuitable personnel. The project also provides the Department with another opportunity to reaffirm its positive commitment to eliminate discrimination in employment practices in the transportation industry."

####



# DEPARTMENT OF TRANSPORTATION

FOB 10A Kardex  
1AD-494.5

13555  
NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

IMMEDIATE RELEASE

27 AUG

DOT -- 17970  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today called on cities throughout the country to follow the lead of Washington, D. C., Tokyo, and New York City in conducting experimental bans on downtown automobile traffic. Secretary Volpe commended the initiative and imagination of those civic officials who have already taken such action as well as the residents, commuters, and businessmen who have cooperated in these experiments.

The Secretary offered the services of the Department of Transportation as a clearinghouse for information obtained from these experiments. He stated his Department had already made preparations to receive, analyze, and distribute the data collected. Secretary Volpe expressed his hope that the experiments would demonstrate the following effects of prohibiting downtown automobile traffic:

-more-

Levels of concentration and distribution of air pollution.

Movement of vehicular traffic in and around the city.

Increased use of pedestrian and bicycle transportation.

Ridership on public transportation facilities, taxis, etc.

Patronage of downtown business areas.

The Secretary said:

"I want to extend my enthusiastic commendation to the civic leaders in the large cities where streets in shopping districts are being closed to vehicular traffic during some of the busy hours of the day.

"Quite naturally I am especially interested in the experiment here in Washington where a portion of F Street is to be closed to all automobile traffic from 6:30 to 10:30 tonight. This is close at hand where we can observe results and analyze them for the benefit of other metropolitan centers which may choose to join in this effort to help clear the air, reduce congestion and generally make our city centers into places of enjoyment rather than places of problems.

"I sincerely hope other cities will join in this effort. I recommend that they do. I also offer the services of the Department of Transportation to give them support and aid in every way that appears feasible. The resources of the Department can be used to study the effects of these experimental traffic bans. We can analyze the extent of the air pollution in the localities from which the auto traffic is barred. We also can study the pollution in the areas in which traffic is permitted to move normally and provide a reading on what this experiment can promise in the way of meeting one of our most serious problems. The Department's Office of Environment and Urban Systems already has made preparations to assist in the analysis and distribution of this data and will serve as a clearing house for other cities.

- more -



"The Transportation Department also can use its facilities to study the development of traffic patterns during these experimental periods. That could give our people and those in the cities who are concerned with the movement of traffic some guidelines for future application in our planning. I am not talking about just vehicular traffic, but also pedestrian traffic. You know the good Lord gave us the means for moving from one place to another when he provided us with legs. Some of our good citizens might find out that those pollution-free instruments for locomotion still work; that it is not necessary to use an automobile every time they want to go a few blocks. I am sure that would improve the community and it certainly would improve the general health of the public.

"The American people also might begin to learn, through these experiments, that the public transportation which they have been deserting in favor of the automobile is not so bad after all. We are trying to improve it and expand it; and the more they use it, the more we can improve it. It would help us to get on with the job of moving people instead of just moving vehicles. That's the job we've got to do, and the more help we get from the public, the quicker we will get it done.

"It is not my purpose to use this statement to condemn the automobile, or to blame it for all our current problems. It is not possible to measure the extent of the economic and social progress which the automobile has brought to our country. I am proud of the part I have played in that development. I am proud of the roads we have built to accommodate the automobile traffic, and I am proud of the freedom of movement it has provided for the millions of Americans and the increased standard of living it has brought them.

"But the time has come to recognize that this progress has brought with it some very pressing problems -- the problems of air pollution, congestion and the threats to the safety of all the men, women and children who are forced to move through our crowded streets.

"We are tackling those problems to the limit of our resources. We have great programs going now to solve them. We are working to reduce air pollution, expand and improve our mass transportation facilities, increase the safety of our highways and our vehicles and create a smoothly functioning, balanced transportation system which can meet the needs of the present and the future.

"But we are open to any new ideas. That is why I commend the leaders of Washington, New York and Tokyo for their initiative in this new experiment and promise the cooperation and support of the Department of Transportation. The objective of every public servant should be to make the world a better place in which to live. That is my objective and I want willingly to join hands with anybody who is willing to help."



FOR IMMEDIATE RELEASE

DOT -- 18070  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today that Departmental officials were being well received in their visits to ten metropolitan areas across the Nation as part of the Department's evaluation of the urban transportation planning process.

Secretary Volpe said, "Because of the relationship between transportation and social problems and programs it is vital that the Department of Transportation play an integral role in planning for the Nation's overall future social and economic development."

He said, "We cannot solve the Nation's social problems by solving its transportation problems alone. On the other hand, until we fill the Nation's transportation needs, it will be difficult to resolve many of our social problems. The Department's concerns go beyond transportation for the sake of transportation. Our concern also focuses on the interrelationship of transportation planning to land use planning and, indeed, to all planning."

"I believe," Secretary Volpe added, "that we can do the kind of job that the Congress wants done, that the Administration wants done and that the people want done by seeing to it that transportation serves the broadest public need. This can be achieved only by comprehensive planning at every level."

The Department's survey of the urban transportation planning process is directed at city, metropolitan, regional and State planning programs. More than 300 State and local agencies and officials have responded to an extensive questionnaire distributed by the Department of Transportation.

In Secretary Volpe's statement he announced that representatives of the Office of the Assistant Secretary for Environment and Urban Systems which is coordinating the survey, have visited Denver, Los Angeles, San Francisco, Seattle to present briefings on survey results to date to various Federal, State and local officials. Briefings for Chicago, Milwaukee, Minneapolis, St. Louis, Atlanta and Dallas are scheduled for the week of August 31.

The briefings are aimed at getting a first-hand report on the urban transportation planning process as seen by the State and local officials who are most directly involved. Issues, findings and developments in the survey to date are being discussed with local elected officials, city managers, transportation planners, urban planners and others who play a key role in the urban transportation planning process.

In Chicago on August 31, Michael Cafferty, Deputy Assistant Secretary for Environment and Urban Systems will meet with the Northeastern Illinois Planning Commission and in Milwaukee with the Southeastern Wisconsin Regional Planning Commission. On September 1 in Minneapolis he will meet with the Metropolitan Council of the Twin Cities Area and in St. Louis with the East West Gateway Coordinating Council. In Atlanta he will meet with the Metropolitan Area Regional Planning Commission and in Dallas with the North Central Texas Council of Governments on September 2.

8/28/70

#####



# DEPARTMENT OF TRANSPORTATION

DOT LIBRARY  
SEP 5 1970

FOB 10A Kardex  
TAD-494.3

## OFFICE OF THE SECRETARY WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 18170  
Phone: (202) 426-4321

The Department of Transportation has recommended to the Civil Aeronautics Board that no substantial increase in domestic air fares should be granted at this time.

The CAB has received new fare proposals from domestic scheduled air carriers to become effective October 15.

In comments filed yesterday with the CAB, the Department of Transportation cites the CAB's ongoing domestic passenger fare investigation as the potential basis for the formulation of long term policies and standards that will benefit the carriers as well as the public.

"One purpose of that investigation is to provide evidence necessary to put the Board in the best possible position to analyze and judge the efficacy and reasonableness of carriers' fare filings," the Department states.

While emphasizing its concern for the financial condition of domestic air carriers, the Department of Transportation suggests that substantial fare increases may not be a remedy.

"...we think that traffic may respond so negatively to a fare increase that there might be an actual decrease in net revenue rather than an increase," the Department's petition state

The Department suggests there are two areas in which fare level changes might be considered. These are discount fares and short-haul flights.

- more -



"Increased discount fares might well provide some badly needed revenue for the carriers, and there is scant cost justification for their present low level."

In commenting on the appropriate taper of fares, the Department states:

"The details of this matter, too, remain unsettled, but there appears to be general agreement that while long-haul fares have been in excess of costs, many short-haul fares have failed to cover costs."

#####

082870