



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
December 2, 1971

DOT -- 23471
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe will meet with his Urban Transportation Advisory Council in San Clemente, California on December 3 and 4.

"I look to the Urban Transportation Advisory Council to provide bold and innovative recommendations for improving our urban transportation systems," Secretary Volpe said. "The Council represents one of the Department's efforts to bring local decision makers into the transportation planning process."

The Advisory Council, composed of a broad cross-section of national transportation and urban leaders, will discuss a variety of topics including:

- The Department's Transportation Needs Study;
- Transportation innovations as an alternative to capital expenditures;
- The post-interstate program; and
- The Urban Mass Transportation Administration research and development program.

The members of the Council are:

Edmund N. Bacon, Planner, Philadelphia, Pennsylvania;
Honorable J.D. Braman, former Mayor of Seattle and former Assistant Secretary for Environment and Urban Systems;

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

Judge Edward F. Bell, Wayne County Circuit Court, Detroit, Michigan;

Henry F. Davenport, Vice President for Passenger Services, Illinois Central Railroad;

Samuel R. Freeman, Attorney, Denver, Colorado;

Joseph Fugere, President, Pilgrim Airlines, New London, Connecticut;

Louis J. Gambaccini, Director of Rail Transportation, Port of New York Authority, New York;

Alfred E. Johnson, Executive Director, American Association of State Highway Officials, Washington, D.C.;

John Paul Jones, President, Cincinnati Transit Incorporated and former President of the American Transit Association, Cincinnati, Ohio;

Honorable J. Erik Jonsson, former Mayor of Dallas, Texas;

Paul McGowan, Attorney, Washington, D.C.;

C.S. Mott, President, Charles Stewart Mott Foundation, Flint, Michigan;

Milton Pikarsky, Commissioner of Public Works, Chicago, Illinois;

Herman H. Rappaport, Media Club, Inc., Los Angeles, California;

John E. Robson, Attorney, Chicago, Illinois;

Mark Robeson, Yellow Freight System, Inc., Kansas City, Missouri;

James Roche, Chairman of the Board of General Motors Corp., Detroit, Michigan;

Dr. William J. Ronan, Chairman of the Metropolitan Transportation Authority, New York, New York;

Charles F. Stafford, President, George C. Stafford & Sons, Laconia, New Hampshire;

B.R. Stokes, General Manager, Bay Area Rapid Transit District, San Francisco, California; and

Bryce W. Wyman, Vice President and General Manager, Transportation Systems Business Division, General Electric Co., Erie, Pennsylvania.

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DEPARTMENT OF TRANSPORTATION

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FOR RELEASE FRIDAY
December 3, 1971

DOT-R-86
Phone: (202) 426-4321

Douglas M. Copley, a former veteran Congressional aide, was named Department of Transportation Congressional Liaison Officer for the Federal Aviation Administration.

He had held a similar post in FAA from 1959 to 1963.

Copley has been an aide to Representative Leslie C. Arends since 1968; to Representative Burt L. Talcott from 1964 to 1967; and to Representative Richard M. Simpson from 1955 to 1959.

A 1943 graduate of Ithaca, New York High School, he served in the Navy during World War II, being discharged as a Sonarman 3/c in 1946. He later received a commission in the Naval Reserve in 1953 and served on an inactive status until 1967.

Copley entered Syracuse University in 1946 and earned his A.B. degree in 1950. He served as a public relations assistant and office manager for the National Republican Congressional Committee in 1951, remaining there until 1955.

He is married and is the father of two children.

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WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
December 8, 1971

DOT - 23671
Phone: (202) 426-4321

The Department of Transportation today announced the design of an air cargo traffic data collection system.

The system is being developed under a research project conducted by the Aeronautics and Astronautics Department at the Massachusetts Institute of Technology for the Department of Transportation.

MIT's report, Recommendations for Air Freight Data Study, was released today by Secretary of Transportation John A. Volpe.

"We have taken the first steps toward developing comprehensive air cargo statistics," Secretary Volpe said. "Expansion of this body of knowledge will make our transportation data base more meaningful and will greatly assist our effort to project the Nation's future transportation needs."

Among the report's recommendations adopted when setting up the air cargo traffic data collection system are:

- * The collection of air freight movement data should be restricted for the present time to scheduled direct air carriers. Other segments of the industry should be included at a later date.

- * Data for foreign flag carriers operating to and from the United States should be included in the air freight data collection.

- * Seventeen data items should be collected from the airbills of domestic and international air carriers.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D. C. 20590

71-193

FOR RELEASE FRIDAY A.M.
December 10, 1971

Area Code--202--426-8521

The Federal Aviation Administration of the Department of Transportation today awarded a \$3,688,581 contract to the General Electric Company of Washington, D. C. , for improved electrical power distribution and transfer equipment for 20 FAA Air Route Traffic Control Centers. An additional system will be installed at the FAA Aeronautical Center at Oklahoma City to train maintenance personnel in the care and operation of the equipment.

This contract to provide electrical switchgear is part of the FAA's Air Route Traffic Control Centers modernization and expansion program and is being provided to support automation equipment currently being installed at these facilities.

Electrical power switchgear ordered under the contract will distribute power throughout each center and transfer electrical load from commercial power sources to emergency supply during power fluctuations and outages. The switchgear is part of the complex electrical subsystem that protects the sensitive computers, radar and communications equipment from power surges, and prevents the loss of essential flight information stored in the automation system computers.

Delivery of the switchgear is expected to begin in approximately six months and is expected to be completed within 15 months.

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For further information
Don Byers

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
December 20, 1971

DOT -- 23771
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today appealed to the public to join with him in a New Year's resolution:

"Since assuming office in January of 1969, I have seen the annual highway death toll decline from 56,000 in my first year of office to 54,800 last year. It will be some time before the statistics are collected, but current projections indicate the highway death toll for the year now ending will again be slightly lower than the previous year.

"During the same two-year period the number of drivers using the Nation's highways increased by 7 million and the number of vehicles by 8 million.

"A declining highway death toll in the face of this massive increase in highway use testifies to the fact that our cooperative traffic safety program, involving business and industry, the public at large, and governments at all levels, is beginning to pay off.

"But the result is not good enough. An annual tabulation of human carnage that for six years running has exceeded the 50,000 level is intolerable in our civilized society.

"I, John Volpe, hereby resolve to continue the utmost in my power to dramatically improve the Nation's highway safety record in 1972.

"I appeal to the Nation's 115 million drivers to join me in this resolution for 1972."

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
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DEPARTMENT OF TRANSPORTATION

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FOR IMMEDIATE RELEASE

December 21, 1971

DOT -- 23871

Phone: (202) 426-1587

The U. S. Coast Guard has ended participation in Seventh Fleet Southeast Asia operations with the turnover of two of its cutters to the Republic of Vietnam. The transfer, part of the President's Vietnamization program, took place at Saigon, this week, it was announced here by the Secretary of Transportation John A. Volpe.

Cutters involved in the latest transfer are the Castle Rock and Cook Inlet. The 311-foot cutters were based at Portland, Maine, prior to their Southeast Asia assignment.

They represent the largest U. S. ships turned over to the Vietnamese. Last year the Coast Guard turned over two similar cutters to the Republic of Vietnam Navy.

Coast Guard cutters have been part of the Navy's "Operation Markettime" since 1965. Patrolling off the coast, the cutters helped to stop the infiltration of enemy men and supplies.

U. S. Coast Guard involvement began in the Spring of 1965 when 17 heavily-armed 82-foot patrol boats were sent to Vietnam. This was followed several months later by an additional nine patrol boats.

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DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

In 1967, at the Navy's request, the larger cutters, termed "high endurance" cutters, were dispatched to Southeast Asia. Based at Subic Bay, the cutters remained with the Seventh Fleet for approximately eight months and then returned stateside to their normal duties.

Since 1967, thirty-three of the high endurance cutters have taken part in the program. At its peak, five cutters were assigned at one time to the patrol.

Much of their work involved checking thousands of sampans and other watercraft plying the Vietnamese waters. Over the six year period of Coast Guard involvement, Coast Guardsmen boarded 240,113 boats. Over 2,600 found to be operated by the enemy were damaged or destroyed and some 10,000 suspects were detained for various reasons.

Aside from their anti-infiltration role, the cutters were often called on to provide gunfire support for Army and Marine Corps troops ashore. They took part in nearly 6,000 of these missions, knocked out 9,687 enemy strong points.

Over 500 personal decorations were awarded to Coast Guardsmen for Vietnam service.

The Coast Guard cutters traveled nearly 5.5 million miles on patrol over the six year period.

Over, 8000 Coast Guardsmen have served in Vietnam since 1965.

The Coast Guard is one of the Armed Forces but also a humanitarian, life-saving Service. Coast Guardsmen found their traditional role hard to forget in Vietnam and took part in many civic action programs. Medical personnel treated thousands of Vietnamese. Coast Guardsmen helped several orphanages and a school for blind girls in Saigon.

The Coast Guard began pulling out of Vietnam in 1969 when the first of its 82-foot patrol boats were turned over to the Vietnam Navy.

A few Coast Guardsmen will remain on duty in Vietnam for the time being. They include aids-to-navigation experts who are assisting the Vietnamese to establish an adequate system of buoys and other marine aids. The Service will also continue to operate loran transmitting stations at Con Son and at Tan My to aid air and sea navigation in the area.

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DEPARTMENT OF TRANSPORTATION

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FOR RELEASE THURSDAY P.M.
December 30, 1971

DOT -- 24371
Phone: (202) 426-4321

Construction of the world's most modern and advanced railroad research facility should begin in early spring, Secretary of Transportation John A. Volpe said today.

The facility, to be built at the Department of Transportation's High Speed Ground Test Center near Pueblo, Colorado, will house railroad wheel-rail dynamics simulating equipment to test the performance of steel wheel vehicles under normal and abnormal conditions, including accident-causing track displacement under moving loads.

"We have completed the engineering work on our effort to provide Government and industry with a facility that will enable railroad research to be performed with modern tools comparable to those used in advanced aerospace technology," Secretary Volpe said.

"We are now working on the procurement of equipment and expect to begin construction of the laboratory in early spring. We are confident of a quick payoff in terms of improved safety and railroad efficiency."

The Dynamics Laboratory, as the facility will be known, was designed by Wyle Laboratories of Huntsville, Alabama, under a \$999,958 contract awarded in May 1970. The contractor also is responsible for supervision of construction and quality control.

Designed to test the vehicles of both today and tomorrow, the Dynamics Laboratory's simulator will accommodate vehicles for test purposes of up to 180 feet long and at test speeds of up to 300 miles per hour.

Many of the features of the simulating equipment stem from simulating facilities designed for aircraft, missile and space programs such as Mercury, Gemini and Saturn-Apollo.

The design and construction of the Dynamics Laboratory is a joint project of the Department of Transportation's Federal Railroad Administration and Urban Mass Transportation Administration. It will be used to test passenger and freight-carrying vehicles in intercity, commuting and urban service.



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DEPARTMENT OF TRANSPORTATION

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FOR RELEASE THURSDAY P.M.
December 30, 1971

DOT -- 24271
Phone: (202) 426-4321

The St. Lawrence Seaway established all-time high cargo and revenue records during the 1971 shipping season, Secretary of Transportation John A. Volpe announced today.

Preliminary figures, released by the Department of Transportation's Saint Lawrence Seaway Development Corporation, show that 51.8 million tons of cargo were carried through the Montreal-Lake Ontario section of the Seaway during 1971, an increase of 1.3 percent over the 1970 record of 51.1 million tons. The cargo generated an estimated \$7.3 million in toll revenues, an increase of 5.8 percent over the 1970 figure of \$6.9 million.

"The record-breaking cargo and toll figures indicate an increasing awareness in the world business community of the Seaway's potential," Secretary Volpe said. "The future of the international waterway is a bright and exciting one and I foresee more records being broken as we move toward full development of the system."

The 1971 season marks only the second time in the history of the Seaway that more than 50 million tons of cargo were carried through the locks in a single shipping season.

The 1971 cargo tonnage of 51.8 million tons represents 43.4 million tons of bulk cargo and 8.4 million tons of general cargo.

Bulk cargo transiting the Seaway dropped 2.7 percent from a year ago, while general cargo represents an increase of 28.5 percent. Bulk cargo tonnage broke the 1968 record of 8,003,027 tons.

David W. Oberlin, Administrator of the Saint Lawrence Seaway Development Corporation, said there were an estimated 5,700 commercial transits of the American Seaway locks during the 1971 season, a slight increase over 1970. There were an estimated 1,400 non-cargo pleasure craft transits, as compared with 1,750 a year ago.



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The last commercial transit of the American Locks was on December 20, three days later than the last commercial transit a year ago, and the latest date since the Seaway was opened in 1959.

Administrator Oberlin noted that an unprecedented number of ships were in the Seaway in the final weeks of the 1971 season, and that special procedures were set up to enable all ocean vessels to leave the system before the closing of the navigation season.

"This increased use of the system points out the need for our season extension program, as Secretary of Transportation John Volpe recently pointed out in Milwaukee when he participated in a ceremony welcoming the Coast Guard icebreaker EDISTO to the Great Lakes," Administrator Oberlin added.

Seaway Tonnage Fact Sheet Attached.

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Saint Lawrence Seaway Development Corporation

Comparisons: Bulk & General Cargo

1970 Totals and 1971 Preliminary Totals

	1970 <u>Actual</u>	<u>TONS</u> 1971 <u>Preliminary</u>	1971 Increase or Decrease
Total Traffic	51,143,168	51,823,000	+1.3%
<u>Bulk Cargo</u>	44,618,077	43,435,000	-2.7%

Breakdown of Bulk Cargo

Total Grain	18,496,603	20,033,000	+8.3%
New record established in 1971 - Previous record: 1966; 18,550,048			
Total Iron Ore	15,118,537	13,249,000	-12.4%
Total Coal	317,761	312,000	-1.8%
Total Fuel Oil	3,215,105	2,476,000	-23%
<u>General Cargo</u>	6,525,091	8,388,000	+28.5%

New record established in 1971 -
Previous record: 1968; 8,003,027

Breakdown of selected commodities of General Cargo

Total Iron and Steel	3,992,810	5,655,000	+41.9%
New record established in 1971 - Previous record: 1968; 5,191,857			
Total Autos and Trucks	98,644	136,000	+37.9%
Total Containers	171,074	326,000	+90.5%



DEPARTMENT OF TRANSPORTATION

NEWS

1AD-493

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
THURSDAY, DECEMBER 30, 1971

DOT-24571
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe, in a year-end statement, said today the Department of Transportation has reached a turning point in its drive to establish a foundation for an efficient and balanced transportation system.

The Secretary said that, through intermodal planning and with legislation passed during the past three years, the Department is on its way to curing the ills which have afflicted transportation in the United States. At the same time, he said, a system is being shaped which can be expanded to handle increasing future demands.

"We have made very important progress," said Secretary Volpe, "in putting together the transportation plans and programs which will unclog our streets, facilitate air traffic, reduce fatal accidents, revive and revitalize railroad and public transportation and, in general, create a balanced system which will adequately serve the public and enhance the quality of American life. We can now look forward to completing our mission, fully mindful of the Presidential admonition to increase transportation capacity without damaging our land, our environment or our social fabric."

As an example of intermodal planning, the Secretary cited the Department's recommendations for transportation throughout the 800-mile Northeast Corridor during the next two decades. This planning, he said, is developed around a balanced system in which highways, air and rails will provide the public with the most efficient and convenient service possible.

In implementing such a plan, the Secretary said existing facilities would be improved to meet immediate needs while research and development is conducted on advanced systems to meet future needs.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

The Secretary said that, as a result of legislation drafted and enacted during the past three years there are now programs which can be used to meet our most pressing transportation problems. He said these programs cover all of the modes and deal with safety on a cross-modal basis.

Secretary Volpe said very substantial progress already has been made in meeting the increasing problems of mass transportation through the Urban Mass Transportation Assistance Act of 1970. This Act, committing \$10 billion in Federal funds over 12 years, has made possible a significant start toward checking the decline in urban mass transit systems and rebuilding them to a point where they can provide the necessary service.

In the 18-month period ending next July, he said, the Department's Urban Mass Transportation Administration (UMTA) will have allocated about a billion dollars for improving public transportation, which is more Federal money than was spent for that purpose during the preceding five years. Also, said the Secretary, UMTA assisted in strengthening mass transit systems in 70 cities, has helped local government to acquire private transit companies in 26 of those cities, has contributed to the purchase of more than 5,000 buses, nearly 700 commuter rail cars and nearly 400 rapid transit rail cars. In three cities, San Francisco, Pittsburgh, and Washington, D.C., he said the Department has assisted in the construction of new transit systems.

The Secretary cited as another example of intermodal planning the mass transit program for providing express lanes for buses. This program is a joint effort by UMTA and the Department's Federal Highway Administration (FHWA) in cooperation with State and local agencies. FHWA provides financing for the bus lanes and UMTA assists in the purchase of new, modern buses to provide faster and more convenient service. Such a program operates in five cities including Washington, D.C., another has been approved for the Los Angeles area, and similar projects are planned or proposed for six other major cities.

Secretary Volpe said a great amount of planning has been done looking toward the upgrading of our rail system. He said passage of the Rail Passenger Service Act of 1970 which created Amtrak and signaled the first Government effort to preserve intercity rail passenger service was only one facet of a broad railroad program. He said legislation drafted by the Department and now pending in Congress is needed to bring the railroad industry out of its decline. These proposals, he said, would modernize governmental regulation of the industry, assist in improving tracks and rolling stock, and relieve railroad operators of disproportionate taxation by State and local governments.

Secretary Volpe said some of the other critical needs of our present transportation system are being met as a result of the Airport and Airway Development Act of 1970. This Act will provide an estimated \$11.5 billion for airport and airway development over the next 10 years through additional user taxes on aviation fuels, air freight bills and air passenger tickets.

The Secretary said in the first 15 months of the development program's operation, \$232.1 million in Federal grants were made for airport planning and modernization. This he said, was in addition to the large-scale program for improving and automating the air traffic control system which is so critically concerned with the orderly movement of air traffic and air safety.

The Secretary said that, as in the case in the mass transportation programs, a lot of work must be done to improve and modernize our airports and airways. But he said the planning is in progress, the money is provided for, and the work necessary to keep air transportation abreast of advancing needs will be accomplished.

Also, he said, much is being done in rail research and development, looking into the future to determine the needs, and developing systems to meet those needs. The dedication last May of the Department's High Speed Ground Test Center at Pueblo, Colorado, the Secretary said, opened a new chapter in transportation research and development. He said the Center provides facilities for improving conventional rail equipment but its greatest promise lies in its capacity for testing and developing systems which will be needed when wheels on rails will no longer meet all of the needs.

As a vital link in research and development, he said, the Center now is providing means for testing Tracked Air Cushion Vehicles capable of speeds up to 300 miles per hour and the Linear Induction Motor capable of supplying power of the future with a minimum of noise and without polluting side effects. Further in the future, he said, are the more advanced systems such as Magnetic Levitation and Air Cushion Vehicles.

With regard to water transportation, the Secretary announced figures showing that the tonnage of ocean shipping moving through the St. Lawrence Seaway during 1971 established a new record. He said that for the second time the Seaway traffic exceeded 50 million tons, demonstrating the importance of the Department program to explore the feasibility of extending the shipping season in the Great Lakes-St. Lawrence System. He said that in addition to providing economic gains for the great Middle Western region, season extension would assist in the Nixon Administration's program for promoting world trade.

The most gratifying achievement of the past three years, the Secretary said, has been the strengthening of the transportation safety program and the approval of legislation to extend it to all modes. Secretary Volpe established the Office of the Assistant Secretary of Transportation for Safety and Consumer Affairs to coordinate the Department's safety efforts in all modes and to leave no doubt that safety is in the Department's first priority.

He said that as a result of the Federal Railroad Safety Act of 1970 track safety standards were issued by the Department in 1971 and equipment standards were drafted. Also, he said, the Federal Boat Safety Act of 1971 gave the United States Coast Guard its first authority to issue safety standards for the manufacture and operation of recreational boats.

This new safety function of the Coast Guard is in addition to its search and rescue responsibility in which it annually responds to more than 50,000 calls for aid. Preliminary figures indicate that in its search and rescue missions on the inland waterways and at sea, the Coast Guard this year will save the lives of nearly 4,000 persons. This record, said Secretary Volpe, emphasizes the fact that the Coast Guard is the greatest life-saving organization in history.

The Secretary said is is gratified that the rate of highway traffic fatalities continued to decline during the past year. He said that unfortunately a similar decline in total deaths on the highways may not be achieved this year because of the greatly increased number of miles traveled by American motorists. He said, however, that he continues to look for sharp reductions when the full impact of all safety measures put into effect by the Department are felt.

He said that since the National Highway Traffic Safety Administration (NHTSA) has been separated from the FHWA, the Department's program to reduce the number of alcohol-related fatalities will soon reach its full momentum, as will the many NHTSA motor vehicle safety standards.

Secretary Volpe commented on the Federal Highway Act of 1970 which, in addition to extending the funding for continued construction of the Interstate System, provides for more liberal use of highway trust funds. He said that in permitting use of the trust funds for safety and for augmenting the urban mass transportation program, the Act has contributed to the overall goals of the Department. The Act also provided for the first full-scale funding of the highway beautification program of the Department.

The Secretary said that largely through the new provisions and funding of the Federal Highway Act the Department has been able to mount an effective program for removal of non-conforming outdoor advertising signs along the Interstate and primary road system. He said 40 states and jurisdictions now are in compliance with billboard removal legislation which requires the states to control the signs and pay 25 percent of the cost of removing those which do not comply with the terms of the Act.

Seventy-five percent of the cost is paid from Federal funds for which \$97.5 million was allocated by the 1970 Highway Act. Secretary Volpe said that 28,000 signs already have been taken down, but that the Department is urging a speed-up in the program in order to remove what he considers a blight to the Nation.

Secretary Volpe said that through the use of highway trust funds for creation of roadside parks, bicycle trails and other environmental improvements the FHWA is contributing substantially to the ecological program to which all agencies of the Department are committed. He said every transportation project is thoroughly examined for its impact on the environment before it is undertaken. He referred to the UMTA project for development of non-polluting steam bus engines, the Federal Aviation Administration's program for eliminating smoke and other pollutants from aircraft engine exhausts and the FAA campaign to reduce the noise from jet aircraft. He also noted the large role now being played by the Coast Guard in controlling pollution of our inland and coastal waters.

The Secretary said that the availability of highway trust funds to support the policy of providing replacement housing has helped to minimize hardship suffered by those whose homes lie in the path of transportation projects. He said the Department adheres rigidly to its policy that safe, sanitary and suitable housing must be available before any family is displaced.

The Secretary said that in August he sent letters to the State Governors and memoranda to the principal operating administrations within the Department stressing the need for using minority personnel in relocation programs.

He said the first report received in reply to his communication shows that of the 1,422 personnel in Department relocation programs, 12 percent are minorities. He said the report also shows that minority employees in State relocation programs increased from 5.3 percent in June to 6.7 percent at the end of September. He said minorities hired by State subcontractors rose from 34 percent in June to 50 percent by the end of September.

The Secretary said the campaign to provide equal employment for minority groups within the Department was vigorously pursued during 1971. Minority members now represent 9.1 percent of the Department's total employment compared with 7.2 percent a year earlier. Additionally, he added, the Department has established equal employment compliance standards in the awarding of construction contracts, and minority employment in Federal-aid highway construction contracts increased by 20 percent in the fiscal year 1971.

Also, said the Secretary, a special focus was placed on equal rights for women this year. He said actions were initiated to increase representation of women in the work force, particularly at the higher grade levels.

As an example, Secretary Volpe appointed Ann Uccello, former mayor of Hartford, Connecticut, as the Department's first Director of the Office of Consumer Affairs. Miss Uccello's primary function is to provide a high-level forum where the voice of the individual user of transportation can be heard and heeded. She has embarked upon a series of public hearings to learn first-hand of the problems of the transportation consumer.

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