



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
March 7, 1972

DOT 20-72
Phone: (202) 426-4321

The Department of Transportation today awarded a \$186,000 contract to the Metropolitan Transportation Commission of Berkeley, California, as the first of a series of contracts to measure the impact of the soon-to-be-opened San Francisco Bay Area Rapid Transit (BART) system.

The Commission will probe transportation, social, economic and environmental effects of the \$1.4 billion project, the first regional rapid transit system to be constructed in the last 50 years and the largest single urban transportation investment in U.S. history.

"A thorough on-going study of these effects can provide valuable information to federal, state and local policy makers for rail rapid and mass transportation planning in the years ahead," Secretary of Transportation John A. Volpe said.

"At the same time, this impact-measurement can provide Bay Area officials with the basis for guiding new urban development, providing a variety of transportation facilities and integrating various public services. This will enable these officials to make the most of their investment."

The Commission will assemble pre-opening data needed for subsequent impact evaluation.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
March 10, 1972

DOT 21-72
Phone: (202) 426-4321

One of the Government's top Spanish-surname officials will accompany Secretary of Transportation John A. Volpe to Mexico City today for three days of activities centering around the mutual transportation problems and accomplishments of the United States and Mexico.

Making the trip with Secretary Volpe and other Government officials will be Carlos C. Villarreal, Administrator of the Department's Urban Mass Transportation Administration (UMTA). Mr. Villarreal is one of more than two dozen top-ranking Spanish-surname executives who has been brought into Government service by the Nixon Administration.

During the three-day trip, Secretary Volpe will be the main speaker at the 36th annual meeting of the National Wildlife Federation. The Secretary will make his address during the Federation's banquet, to be held at 8 p.m. tomorrow at the Camino Real Hotel.

Secretary Volpe and his group will inspect new transportation facilities in Mexico City, including the Metro subway system and highway construction south of the City.

In addition, the Secretary will confer with Mexican Secretary of Public Works Luis Bracamontes and Acting Secretary of Communications and Transport Javier Barrientos. Secretary Volpe and his party will return to Washington on the morning of March 13th.

Administrator Villarreal, a native of Brownsville, Texas, is currently in charge of the Government's \$10 billion, 12-year program to save, upgrade and improve the Nation's urban mass transit systems. Realizing

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

that most low and moderate income Americans depend on mass transit as their sole means of mobility, Mr. Villarreal is placing special emphasis in UMTA on helping to provide better transportation for socially and economically disadvantaged persons.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
March 10, 1972

DOT-R-15
Phone: (202) 426-0398

Secretary of Transportation John A. Volpe has announced the selection by President Nixon of Robert Lee Kessler as Chairman of the Regional Council for Federal Region Eight.

Volpe said that the action was taken by the President to strengthen the activities of the region and to further the President's goal of Federal-State partnership whereby State and local communities play a larger and more effective role in responding to their particular needs and problems.

The term of the appointment is indefinite. Kessler will serve at the pleasure of the President, Volpe said.

"I am very pleased by the President's selection of Bob Kessler for this important post," the Secretary said.

"Since he joined the Department of Transportation two years ago, Bob Kessler has given us outstanding performance. He is a man of broad vision whose knowledge and ability transcend matters of transportation. He has a profound, first-hand knowledge of the Rocky Mountain area. I have great confidence that his unique qualities will provide the leadership necessary to deal with the wide range of problems that the Council is confronted with in that six-State region," the Secretary said.

Region Eight includes the States of Colorado, Utah, Wyoming, Montana, North Dakota and South Dakota. Headquarters are in Denver.

As Chairman of the Federal Regional Council, Kessler will coordinate the activities of the regional directors from the Department of Transportation, Housing and Urban Development; Health, Education and Welfare; Department of Labor; Office of Economic Opportunity; Environmental Protection Agency; and the Law Enforcement Assistance Administration. The President established the Federal

Regional Councils to develop and maintain close working relationships with Governors and local chief executives to coordinate their grant programs and to develop more effective long-term regional interagency and inter-governmental plans.

Kessler was appointed the Department of Transportation's Secretarial Representative for Federal Region Eight on January 24, 1972.

Prior to that, he served for two years as Chief Counsel of the Department's Federal Railroad Administration and as Acting Deputy Administrator of the FRA since October 1, 1971.

Before joining the Department of Transportation, Kessler served for four years as Assistant Attorney General for the State of Colorado and as General Counsel and Attorney for the Colorado Public Utilities Commission. In this position he represented the Commission in all appeals of its decisions as well as representing the State before such Federal agencies as the Interstate Commerce Commission, the Civil Aeronautics Board, the Federal Power Commission, the Federal Communications Commission, and the Department of Transportation.

Prior to joining the State office, Kessler was engaged in the private practice of law in Denver. Previously he worked for Martin Marietta Corporation in Denver as senior engineer in propulsion and fuel chemistry and later as Chief of the Safety Engineering Section. He also was with Frontier Airlines as a staff engineer.

From 1956-1959, Kessler served in the U. S. Army, assigned as a Chemical Engineer to the Rocky Mountain Arsenal in Denver.

The 39-year old Kessler holds a B.S. in Chemical Engineering from the Universities of Michigan and Colorado, and an LL.B. from the University of Denver. He is a member of the American, Inter-American, Colorado and Denver Bar Associations, the American Chemical Society, the American Institute of Aeronautics and Astronautics, and several other engineering and legal associations. He is also a life-member of the International Institute of Space Law.

Kessler is married to the former Mary Jeanne Noonan, the daughter of James Edwin Noonan, recently-retired executive of the Colorado Department of Employment. They have two children: David, 11, and Lauren, 8.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY

March 13, 1972

DOT-R-16

Phone: (202) 426-0434

Secretary of Transportation John A. Volpe today bestowed upon Ambassador Egidio Ortona of Italy the honorary title of "Admiral of the Ocean Sea" for his participation here last year in Columbus Day activities.

Secretary Volpe Honorary Chairman of the 1971 Columbus Day observance, said he was making the presentation "on behalf of all Americans of Italian heritage" for the Ambassador's assistance in promoting the newest of America's National holidays.

Ambassador Ortona said he was especially pleased to receive the same title Queen Isabella of Spain conferred upon Christopher Columbus, which gave him the right to judge admiralty cases on the Atlantic Ocean.

Secretary Volpe also noted the inscription on the plaque which reads: "In recognition of outstanding leadership and assistance in charting a new course in celebrating a new holiday in a manner worthy of the great man it honors; which title may be used on every future day when this Nation shall officially commemorate the exploits of that renowned navigator and explorer, Christopher Columbus."

Cities all over the United States participated in last year's observance of Columbus Day following a proclamation by President Richard Nixon which each year makes the second Monday of October a National holiday. The celebration last year on October 11 was the first time Columbus Day was observed nationally.

Last year there were parades, religious observances, receptions and a Concert Gala at the John F. Kennedy Center for the Performing Arts. Mrs. Richard Nixon was the Honorary Patroness of the Concert. Guest Conductor Antonio de Almeida was featured along with stars from the San Francisco, Metropolitan and Canadian Opera Companies at the Gala.

Italian Ambassador Ortona and Spanish Ambassador Jaime Arguelles watched the concert with Secretary and Mrs. Volpe from the Presidential Box.

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DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

NEWS

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY, 11:30 A.M.
March 14, 1972

DOT 22-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today recommended a program under which money from the Highway Trust Fund could be used for urban public transportation or highways, at the option of State or local authorities, beginning with \$1.0 billion in fiscal year 1974.

The recommendation was contained in the Secretary's 1972 Highway Needs Report to Congress which also called for realignment of the Federal-Aid Highway System. He called for amendment of the Highway Revenue Act of 1956 to authorize for the first time the use of trust funds for other than highway-related projects, beginning July 1, 1973. Secretary Volpe said that specific legislation incorporating these and other proposals would be submitted to Congress shortly, together with a draft environmental impact statement as required by the National Environmental Policy Act.

Under the Secretary's proposal \$1.0 billion in trust funds would be authorized for capital investments on urban projects, including public transit, for the 1974 fiscal year. This fund, designated the Single Urban Fund (SUF), would be increased to \$1.850 billion for the 1975 fiscal year and to \$2.250 billion for the fiscal years 1976 through 1979.

Secretary Volpe said the change in the law is essential if the Transportation Department is to fulfill its mission to create a balanced transportation system and solve the problem of increasing urban congestion. "We must have the tools," he said, "if we are to adequately serve the public, plan for the future and establish orderly and efficient movement of people and goods in our urban centers. The program is in complete conformance with President Nixon's program for meeting the transportation crisis which has built up over the years."

Under the proposal 40 percent of the Single Urban Fund would be distributed to the Nation's Standard Metropolitan Statistical Areas (SMSA) according to their share of the total national SMSA population. Forty percent would be allocated to the States on the basis of their share of the national SMSA population and 20 percent would be reserved for discretionary use by the Secretary on urban transportation projects best suited to the needs of the cities. All these funds would be allocated on a 70 percent Federal and 30 percent State and local matching basis.

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

Secretary Volpe pointed out that under his proposal, funds would be made available to the State and local governments for the planning and execution of projects best suited to meet their specific needs. He said it is not possible for the Federal Government in Washington to plan transportation programs to meet the needs of all areas.

It is proposed that each SMSA form a consortium of the local governments within its area to carry out the local urban transportation programs. It would be required that each consortium provide for representation by the highest elected official in each local government in the area; that it have a planning authority for all transportation modes and that no program could be initiated which was not in conformance with that planning; that it require proportional voting within the consortium, be authorized to prepare long-range planning and possess the authority to designate agencies to administer programs.

Also, the consortium would be required to submit in advance to the Governor of the State and to the Secretary of Transportation a multi-year comprehensive transportation plan for each program to be financed through the Single Urban Fund. All SUF programs would be subject to the same Federal review and approval procedures as those now in force for such projects.

In the event that an SMSA did not choose to form a consortium, the funds allotted to it would be retained for management by the State. Local officials within the area would then develop plans in cooperation with the State for programs to be financed through the Fund, subject to Federal approval.

In the proposed realignment of the Federal-aid highway program, present plans for completion of the Interstate System would not be disturbed except for the rate of funding and the completion date. The report noted that partly because of unavoidable delays in completion of segments of Interstate highways, it appears that the system cannot be completed until 1980. It recommended, therefore, the Interstate authorization be phased down from \$4.0 billion to \$3.250 billion annually for fiscal years 1974 and 1975 and to \$3.0 billion for fiscal years 1976 through 1979. The Interstate funds would continue to be allocated to the States on a 90/10 matching basis.

This proposed phase-down, said the Secretary's report, would make more money available for other programs and would permit an orderly completion of the Interstate System with a smooth transition into post-Interstate planning.

With respect to other Federal-aid systems, the report said some degree of obsolescence has crept into present alignments. Some of our present primary routes, it said, are on local roads and some of the secondary routes are on arterial highways. "It is evident," it added, "that some readjustment is in order if we wish to make the Federal-aid systems conform more closely to functional use."

To carry out this realignment it is proposed that all Federal-aid systems outside the Interstate System be readjusted as follows:

"Select" Rural System

"Supplemental" Rural System

"Urban" System

The Rural systems would be selected on the basis of their functional use. The "Select" Rural System would be designated by the State highway departments. The "Supplemental" Rural System would be selected by the State highway departments and the appropriate local officials. Together they would provide for the highway needs of the rural and small metropolitan areas of the country.

The "Urban" System would be selected through the urban transportation planning process and revised accordingly based on continuing land use and transportation planning. The selection would be subject to the approval of local elected officials.

The Secretary's report further proposes a Rural General Transportation Fund which also would be allocated to the States on a 70/30 matching basis for correction of such deficiencies on highways off the Federal-aid system or in modes other than highways.

The proposed authorization for Federal financing from the Highway Trust Fund is as follows:

Proposed Program Authorizations:

| | (\$ In Millions) | | |
|-----------------------------------|------------------|-------------|----------------|
| <u>Highway Trust Fund:</u> | <u>1974</u> | <u>1975</u> | <u>1976-79</u> |
| Interstate | 3250 | 3250 | 3000 |
| Single Urban Fund | 1000* | 1850 | 2250 |
| Rural Federal-Aid System | 800 | 800 | 800 |
| Rural General Transportation Fund | 200 | 200 | 400 |
| Safety and Other Programs | <u>400</u> | <u>400</u> | <u>400</u> |
| Total | 5650 | 6500 | 6850 |

* Additional Urban Mass Transportation Capital Grants totalling \$850 million would be funded in 1974 from the General Fund of the Treasury; this would complete the \$3.1 billion contract authority provided by the Urban Mass Transportation Act of 1970.

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DEPARTMENT OF TRANSPORTATION

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FOR IMMEDIATE RELEASE
March 15, 1972

DOT 23-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe and Ambassador Hubert de Besche of Sweden today signed an agreement for the two nations to cooperate in the development of experimental safety vehicles.

The United States is developing experimental safety vehicles in the standard family sedan class. Sweden will concentrate on the smaller size vehicle that its industry produces.

With the new agreement, Sweden joins the Federal Republic of Germany, the United Kingdom, Italy, France, Japan, and the United States in the group countries sponsoring safety vehicle developments.

"We welcome and value the addition of Swedish talent to the ESV Program," said Secretary Volpe. "Without question this program will hasten the day when we have safer cars and fewer traffic deaths. I am deeply gratified by the progress already made since the first ESV agreements were signed in the Fall of 1970.

"It has become evident through the international ESV Conferences that safer cars can be designed, not through a single innovative application to all makes and models, but through a multiplicity of approaches," the Secretary added.

The unprecedented international program for experimental safety vehicle developments is spearheaded by the United States to speed up the development and exchange of new safety technology. To accomplish this transfer of technology, cooperating countries participate in a broad program of activity ranging from multi-lateral international meetings to plant visits and working seminars.

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

Once the prototype vehicles are completed by each country, engineers from the cooperating countries will participate in performance testing and evaluation, sharing the information and data.

Several exchange visits between the ESV engineering teams of participating countries already have taken place. The Department of Transportation sponsored a multi-lateral international ESV meeting in January 1971 hosted by the French Government in Paris. Over 100 of the world's leading engineers attended. A second meeting was held in October in Stuttgart, Germany, hosted by the Federal Republic of Germany.

To further expedite the two-way exchange of ESV information as it is developed, DOT has established a public information file through which the latest ESV technological advances will be made available to anyone interested in the development of safer vehicles.

Information will be placed in this ESV public file as soon as DOT receives it, unless specifically forbidden to do so by the manufacturers or the foreign government supplying the information. Necessary measures will be taken for the protection of patent rights that result from the ESV program.

Secretary Volpe has invited all concerned foreign governments to join the United States in seeking to assure that all ESV safety developments become publicly available as soon as possible.

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FOR RELEASE SUNDAY
March 19, 1972

DOT 24-72
Phone: (202) 426-4321

The Department of Transportation's concerted effort to reduce cargo thievery received a boost in its investigative arm with completion of its first special training program.

Thirty-five representatives of various DOT operating administrations were given a one-week intensive course at the University of Louisville (Kentucky) on prevention of cargo thefts. Faculty and training aids were provided by the University's National Crime Prevention Institute, School of Police Administration, under contract from DOT's Transportation Safety Institute.

The Transportation Safety Institute, headquartered at Oklahoma City, Oklahoma, was created last May to centralize investigative training for all modes of transportation, but this is the first program specializing in cargo security.

All 35 men have returned to duty directly or indirectly connected with cargo security, including 25 Coast Guard Reservists who volunteered for a 89-day period to set up pilot maritime cargo security programs at the ports of Baltimore, New Orleans, San Francisco/Oakland and Seattle.

"This new training should go a long way toward reducing the staggering cargo theft bill which in 1970 alone amounted to nearly \$1.5 billion," according to Secretary of Transportation John A. Volpe. "The general public suffers because such losses are passed directly on to the consumer through increased prices."

Assistant Secretary of Transportation for Safety and Consumer Affairs Benjamin O. Davis, Jr. said the \$1.5 billion loss breaks down into \$900 million for trucking, \$250 million for railroads, \$200 million for ships and \$110 million for airlines. "That's about \$7.50 for every man, woman and child in this country," Davis said.



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DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

"We just cannot tolerate this situation any longer," he added. "But up to now we were not able to make any meaningful attempt to cope with the problem. This type of training should change that dramatically."

Vincent F. DeCain, Deputy Assistant Secretary of Transportation for Safety and Consumer Affairs, challenged the "graduates" to stress prevention.

"You must overcome management's prevailing opinion that some theft-related losses are unavoidable -- that it's cheaper to pay the price of theft than the cost of prevention," DeCain declared in a "commencement" address.

"You can do a yeoman's job for transportation security by taking cargo theft out of the shadows of pseudo-respectability and revealing it for what it is -- a social problem of billion dollar proportions that is a disgrace to the industry, a blight on the profit margins of every handler and a millstone of added expense for every consumer," he said.

Class sessions included industrial security, guard services, building and grounds lighting systems, alarms, closed circuit surveillance, identification, traffic control, locks and seals and cargo control and accountability. In addition, the class was given a discussion on coordination with the Bureau of Customs on cargo security matters.

Secretary Volpe has declared all-out war on cargo thefts.

At the Federal level, he created under Assistant Secretary Davis an Office of Transportation Security, including cargo. Assistant Secretary Davis also heads a 14-member federal interagency committee working on cargo security..

Last Summer, the Department of Transportation and the Transportation Association of America held a series of conferences in Washington, D.C., which produced a report on the best ideas and recommendations of top officials of government, Congress, industry and labor. The report has received wide national distribution.

Last Fall, Secretary Volpe called on the governors of all 50 states to join the Federal government and the Transportation industry in a coordinated aggressive program to combat cargo theft and pilferage. He reminded the governors that the Law Enforcement Assistance Administration of the Department of Justice had some \$600 million available during Fiscal Year 1972 for state and local law enforcement systems, and urged them to use some of these funds for cargo security.

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DEPARTMENT OF TRANSPORTATION

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FOR RELEASE WEDNESDAY A.M.
March 22, 1972

DOT 25-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today commended the Federal Bureau of Investigation for the recent arrests of five persons allegedly involved in bomb and extortion threats against airlines.

The Secretary also cited two recent court decisions as deterrents against further extortion attempts.

President Nixon designated Secretary Volpe to head an intragovernment task force to meet the crisis caused by an outbreak of extortion attempts against the Nation's airlines. The resources of the Departments of State, Defense, Treasury and Justice were made available to the Secretary to meet the situation.

"As we were confident it would do, the FBI has quickly demonstrated its capability to apprehend persons threatening the safety of air travel," Secretary Volpe said. "The courts have emphatically shown that such persons will be dealt with in a manner that matches the seriousness of the criminal action.

"These examples will serve as a powerfully persuasive deterrent to anyone contemplating similar action," the Secretary said.

Secretary Volpe pointed to the following FBI arrests:

Maxey Earl Johnson, who was arrested in Anchorage, Alaska, for allegedly making a bomb threat call to the manager of the Anchorage International Airport on March 11.

Robert Leslie Roberts, also arrested in Anchorage, for allegedly making a bomb threat call to Alaskan Airlines ticket agent on March 12.

Billy Owen Williams, who was arrested in New York on March 13 in connection with a bomb extortion plot against Pan American World Airways.

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

Richard Timothy Reilley, arrested in Roseberg, Oregon, on March 9 in connection with a bomb extortion threat against United Air Lines.

Ronald Dave Rearick, arrested near Salt Lake City on March 13 in connection with a bomb extortion threat against United Air Lines.

The Secretary cited the following court actions:

Robert L. Dellinger, a motion picture and television producer, who was sentenced to 30 years in prison for making bomb extortion threats against four airlines and for shooting at FBI agents involved in his arrest. Sentence was passed in the U.S. District Court in Los Angeles.

Roy Ray King, sentenced to three years in prison for a bomb extortion plot against American Airlines. King was sentenced in a Chicago court.

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FOR RELEASE WEDNESDAY A.M.
March 22, 1972

DOT 26-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of the first major industry contract in connection with the Department's on-going Climatic Impact Assessment Program to determine the possible effect of projected high altitude aircraft.

"There are many theories about the effect high-flying aircraft might have on climate, but no scientific examination has been done," Secretary Volpe said. "This study, vigorously endorsed by President Nixon and this Department, is a major effort to separate fact from fiction."

The \$190,300 contract went to Lockheed Missiles and Space Company of Palo Alto, California, on a competitive bid basis. Lockheed will develop a computer simulator model to analytically study the chemical reaction of aircraft wake at high altitudes.

Results of this study will be used to try to predict changes in the stratosphere or upper troposphere caused by chemicals emitted from engine exhausts.

The Climatic Impact Assessment Program must determine by mid-1974 the effects on climate of proposed 1985-1990 high-altitude aircraft, both subsonic and supersonic. Present knowledge is not sufficient to permit a soundly based assessment of this impact, according to the Department of Transportation.

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



DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, March 24, 1972

DOT-R-17-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of to the Citizens' Advisory Committee on Transportation Quality.

The Committee, formed in October 1968, evaluates Departmental programs, recommends transportation initiatives, and acts as a citizens' sounding board.

"I believe Mr. [redacted] will make a valuable contribution to this committee. Its 21 members are attuned to the needs of the citizens who use and are affected by our transportation systems. I look to Mr. [redacted]'s advice and recommendations on our transportation policies and programs," Secretary Volpe said. "Government, at all levels, must keep open direct channels to its citizens."

The Citizens' Advisory Committee, whose newly-appointed chairman is Addison Lanier of Cincinnati, Ohio, reports its findings to the Secretary through the Assistant Secretary for Safety and Consumer Affairs.

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New Members:

Peter V. Ueberroth, Transportation Consultants International, Los Angeles, California

E. C. Schneider, Engineer, Faculty of University of Vermont, South Burlington, Vermont

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Ki Suh Park, Gruen Associates, Los Angeles, California

Henry Francis Acchione, Acchione & Canuso, Inc.,
Philadelphia, Pennsylvania

W. Harvey McIntyre, Mountain Tractor Co., Missoula,
Montana

Harold Newman, Newman Signs, Jamestown, North Dakota

Robert Joseph Avila, Town & Country Transportation and
Leasing Corp., Warren, Rhode Island

William E. Dunn, Associated General Contractors of
America, Washington, D.C.

Alan Warner, Harry Warshawsky & Co., Rego Park, Queens,
New York

Nelson Earl Hoekenga, Ryder Truck Lines Inc., Jacksonville,
Florida

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DEPARTMENT OF TRANSPORTATION

TAD-493
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, March 28, 1972

DOT 27-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of eight new members and the reappointment of two former members to the Department's Advisory Council on Urban Transportation.

"This Council represents another Departmental effort to bring local and State officials, as well as transportation leaders, into the decision-making process," Secretary Volpe said. "The improvement of this nation's urban transportation system must have the support and the best ideas of people at all levels of Government and private industry. I welcome the expertise of the newly appointed members."

The Urban Transportation Advisory Council will meet today, at the Department of Transportation. Secretary Volpe is chairman of the Council. It is sponsored by the Assistant Secretary for Environment and Urban Systems, Herbert F. De Simone.

The new members are:

Aris Tee Allen, M.D., member of the Maryland State Legislature, Annapolis, Maryland,

Mrs. Mary Anderson, former member of the Tennessee State Legislature and Director of the Tennessee Aerospace Commission, Nashville, Tennessee.

Earl Clark, President, Occidental Life Insurance Company, Los Angeles, California,



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William D. Dyke, Mayor of Madison, Wisconsin,

Matthew Guinan, President, Transport Workers
Union, New York, New York,

Charles A. Webb, President, National Association
of Motor Bus Owners, Washington, D.C.,

Frank L. Whitney, President, Walter Kidde
Constructors, New York, New York,

Carmack Cochrane, President, American Transit
Association, Nashville, Tennessee, ex-officio.

The two reappointees are:

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

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

Other members are:

Judge Edward F. Bell, Detroit, Michigan; Honorable
J.D. Braman, Seattle, Washington; Henry F. Davenport,
Chicago, Illinois; Samuel R. Freeman, Denver, Colorado;
Joseph Fugere, New London, Connecticut; Louis J.
Gambaccini, New York, New York; Alfred E. Johnson,
Washington, D.C.; Honorable Erik Jonsson, Dallas, Texas;
Paul McGowan, Washington, D.C.; C.S. Harding Mott,
Flint, Michigan; Herman H. Rappaport, Los Angeles, Cal.;
Mark Robeson, Kansas City, Missouri; John E. Robson,
Chicago, Illinois; Charles F. Stafford, Laconia, New
Hampshire; B.R. Stokes, Oakland, Cal.; Bryce W. Wyman,
Erie, Pa..

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TAD-493
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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT-R-19-72

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced that three predominantly black colleges are among the 33 American colleges and universities receiving grants for research and training in urban transportation.

The colleges, sharing in the University Grant Program of the Urban Mass Transportation Administration (UMTA) for the third consecutive year, are:

Atlanta University, Atlanta, Georgia - \$113,210

North Carolina A & T College, Greensboro, North Carolina - \$53,810

Southern University, Baton Rouge, Louisiana - \$52,000

"I am pleased with the encouraging report that I have received concerning the programs developed by the three schools," Secretary Volpe said.

"Each of the institutions has worked creatively toward finding a solution to the transit problems in their respective communities," Secretary Volpe said.

"The reported enthusiasm, the involvement and the commitment of the students enrolled in the program to work on the problems of transportation is inspiring. This spirit indicates that our investment in the future through the college grant programs is well spent."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
March 31, 1972

DOT 29-72
Phone: (202) 426-4321

Forty-seven States, Puerto Rico and the District of Columbia have enacted legislation bringing them into compliance with the 1965 Highway Beautification Act, Secretary of Transportation John A. Volpe announced today.

The three states that have not yet complied are Illinois, Texas and South Dakota, but only South Dakota has been penalized under provisions of the beautification legislation. The penalty is loss of 10 percent of the fiscal 1973 Federal-aid highway apportionment, a total of \$3.3 million for South Dakota.

"It is gratifying that so many of the states have heeded President Nixon's call, and my urging, to fight the visual pollution blighting our Nation's countryside," Secretary Volpe said. "When we began this program in January 1971, only 14 states and jurisdictions were in full compliance with the Act.

"As I said more than a year ago when I announced that I intended to enforce the Highway Beautification Act, the Department of Transportation stands ready to assist the states in any way possible to make driving along the Federal-aid highway system a pleasure once again."

The Secretary originally had set a March 31 deadline for compliance, but extended the deadline for Texas and Illinois because their legislatures were not in session. The Texas legislature reconvened in special session on March 28 and passed a beautification bill Thursday. Illinois has been given until April 15 to enact legislation.

Secretary Volpe also announced today that the Department's Federal Highway Administration, which administers the beautification act, is issuing a new Policy and Procedure Memorandum to provide guidelines to the states in drawing up simplified schedules to determine the value of the signs that must come down.



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The new guidelines were worked out by a task force composed of Departmental and American Association of State Highway Officials (AASHO) representatives.

Removal of 100,000 of the 800,000 offending signs during 1972 is the goal previously set by Secretary Volpe. The Department pays 75 percent of the removal costs.

"I also intend to recommend to the Congress again that the Highway Beautification Act be amended to bar all signs visible from the highway right-of-way," Secretary Volpe said. "The original act controls only those signs within 660 feet of the right-of-way and this had led to the proliferation of so-called jumbo signs that are legible for a distance much beyond 660 feet."

The 1965 Act requires States to control outdoor advertising within 660 feet along the Federally-funded Interstate and primary road system in non-commercial areas. Congress, in enacting the Federal-Aid Highway Act of 1970, appropriated \$97.5 million over a three-year period for removing non-conforming outdoor advertising.

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