



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

September 8, 1971

DOT-19071

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of William J. Bird, Vice President of Kaiser Industries Corporation, as his Special Assistant for Development of the U.S. International Transportation Exposition -- TRANSCO 72.

Mr. Bird will have overall responsibility for developing the broad aspects of TRANSCO 72, to be held May 27 through June 4, 1972, at Dulles International Airport. He will serve without compensation.

During the 9-month period of his assignment with the Department, Mr. Bird will retain his position with Kaiser Industries in Los Angeles. He will work out of both his Los Angeles office and Departmental headquarters in Washington, D. C.

"Bill Bird's many years of activity in the area of community development, as well as his broad experience in industry, will provide a special expertise to insure the success of TRANSCO 72," Secretary Volpe said. "Kaiser Industries is to be commended for its public-spirited cooperation in making Mr. Bird's services available to the Department."

Prior to joining Kaiser Industries in 1967, Mr. Bird was Western Vice President of the John Hancock Mutual Life Insurance Company for seven years. During the period 1945-1959 he served in key executive positions in both the National and local Chambers of Commerce. Mr. Bird will continue as Chairman of the Committee for Central City Planning of Los Angeles and as a director of both the Los Angeles area Chamber of Commerce and the Central City Association.

Mr. Bird, 54, is a native of St. Joseph, Missouri, and is a graduate of the University of Nebraska.

Chester G. Spurgeon will continue as Managing Director of TRANSP0 72, an international exposition designed to stimulate maximum efficiency in all modes of transportation, using the latest technology and thus increasing the mobility of people throughout the World.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
September 8, 1971

DOT -- 19271  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today sent to Congress a Statement on National Transportation Policy.

"This statement sets forth the principles of a national transportation policy which we will use to formulate specific policy recommendations in the months and years ahead," Secretary Volpe said.

"It is my hope that by submitting this to the Congress, those principles so vital to transportation policy formulation will be debated and some sort of consensus agreed upon.

"Only with such broad agreement can we solve our problems and achieve the strong transportation system that our nation needs."

In his transmittal letter to the Congress, Secretary Volpe said,

"The need for a new direction in policy, therefore, is clear. This Administration is committed to the task of renovating transportation policy and several key Administration initiatives are directed toward that end. The revenue sharing program for transportation will endow State and local governments with a greater capability to cope directly with important transportation problems in ways most consistent with their own philosophies and requirements and the organizational reform of the Federal Executive will provide a more coherent framework for analyzing and implementing transportation-related policies and programs."

"No segment of our economy or society as massive or complex as transportation can be remodeled overnight; changes must be studied, measured, and deliberated so as to minimize any temporary costs of change. The new policy initiatives outlined in the statement are designed to begin this process of renewal in a manner compatible with stable economic growth."

(A summary of the general statement is attached.)

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A SUMMARY OF  
"A STATEMENT ON NATIONAL TRANSPORTATION POLICY"  
U.S. DEPARTMENT OF TRANSPORTATION, 1971

National objectives for the transportation system must be set in order to ensure that it faithfully and effectively serves the larger national ends of society. These objectives should not, however, be overly precise, static, or absolute in nature, and should be continuously reviewed and revised as society's needs change.

The overall objectives established by the Department of Transportation were originally summarized as the furtherance of economic efficiency and safety; the minimization of adverse environmental effects of transportation, and the support of other national interests, including national defense, economic growth, social development, and the advancement of scientific research. These objectives are as relevant and valid today as they were when first were set forth in 1968, but they are no longer sufficient. Another objective must be added: the facilitation of the process of local determination by decentralizing decision-making and fostering citizen participation. All too many of our past disappointments and present problems flow from this failure to ensure that the objectives are understood by all affected parties, that there is broad agreement on them, and that insofar as possible, the parties act in concert to achieve them.

The challenge to the transportation system and to those who plan and run it lies in prudently balancing and trading off among the broad transportation objectives. The attempt to conduct this complex process according to a centrally-directed design, without first obtaining broad understanding and support among those affected, has too often in the past produced undesirable social and environmental consequences.

All the various facets of society's concern -- consumer protection, coherent land use, environmental protection, revitalization of our cities, national growth, etc. -- must be served by transportation policy. Certain other principles must also help guide development of transportation policies. In particular, broad options should be available to individual citizens, allowing them the maximum feasible freedom of choice and lifestyle. And the poor, the **disadvantaged**, the **handicapped**, the young, and the aged must not be denied convenient and inexpensive transportation alternatives.

The foregoing objectives and principles serve as the cornerstone on which policy is based and to which it must be firmly secured. They point up the need to analyze transportation problems systematically so that their constituent elements can be related to our overall transportation objectives and to the broad ends of society.

\* \* \* \* \*



The first actions undertaken by the current Administration were directed at two problem areas which required immediate and extensive relief -- aviation and urban transportation. In aviation's case, it suffered from critical deficiencies in airport facilities and the air traffic control system. The response was the Airport and Airway Development Act of 1970, authorizing the Department to commit up to \$600 million annually for the next five years to improve and modernize airports and air navigation and traffic control systems, and extending the concept of a trust fund financed by user charges to the financing of Federal aviation expenditures.

The urban transportation problem required a solution of a new order, since, in contrast to the aviation field, there was virtually no history of Federal experience to draw upon. The Urban Mass Transportation Assistance Act of 1970 was devised to provide the needed assistance by means of a 12-year program, providing \$10 billion in Federal funds. Both the aviation and transit acts contain planning requirements for local government bodies.

Measures were proposed in other critical areas of transportation concern as well, including rail passenger service, highways and urban planning (including housing relocation), auto insurance, the St. Lawrence Seaway, transportation safety, and environmental protection.

AMTRAK (the National Rail Passenger Corporation) took over operation of practically all of the nation's rail passenger service on May 1, 1971. It was the outgrowth of the Rail Passenger Service Act of 1970 which came at a critical period in the history of rail passenger service and will hopefully herald the rebirth of a healthy rail passenger industry.

The Federal-Aid Highway Act of 1970 augmented dramatically the Department's set of available tools for meeting the social challenges related to highway construction by authorizing for the first time the use of Highway Trust Fund monies for purposes other than the direct design and construction of roads. As a corollary, the Department issued tough regulations forbidding approval of Federally-funded transportation projects unless suitable replacement housing is available for those who would be displaced because of the project.

In the important field of auto insurance, the two-year Auto Insurance Study provided the first thorough look at this important element of the transportation scene. The recommendations of the study called for a major restructuring of the present system through increased reliance on "no-fault" insurance plans to be developed at the State level.

There have also been important moves toward improving the service and operation of the St. Lawrence Seaway. Legislation has been enacted eliminating interest payments on Seaway debt and insuring that tolls for use of the Seaway need not be increased. A major study has been



initiated on the problems and potential of extending the Seaway shipping season; the economic benefits to the Midwest of such an extension are potentially substantial.

Transportation safety has been a subject of major activity in all modes. The 1970 Federal Railroad Safety Act establishes broad, clear authority for the Secretary of Transportation to set and enforce consistent railroad safety standards. 1970 marked the first year in which highway deaths declined (by 1,000 compared to 1969); this improvement occurred in the face of a five percent increase in vehicle miles traveled over the same period. An alcohol countermeasures program has also been started -- with model action programs existing or planned at about 35 sites -- to reduce the harm done by drunk drivers. In aviation, there were no passenger deaths in 1970 on scheduled domestic airlines within the continental limits of the United States, although the recent tragedies remind us of the fragility of such performance. Water safety was aided in 1970 by the Coast Guard's activity in responding to more than 50,000 calls for aid, assisting at least 124,000 persons in distress, and saving over 3,700 lives.

The growing importance of environmental protection has been vigorously reflected in transportation activities. Policies and procedures have been established for developing and reviewing the environmental impact statements required under the Environmental Policy Act. The first steps have been taken to eliminate the more than 800,000 non-conforming billboards along the nation's Federally-aided highway system. In aviation, aircraft type certification standards have been set prescribing allowable engine noise levels; and an industry-government agreement was reached in 1970 to incorporate smoke-free combustors in most airline two- and three-engine aircraft in domestic service. Measures to combat water pollution include the development of plans and regional response centers for the prevention and cure of pollution in U.S. waterways and a strike force nucleus has been established to supervise oil spill cleanup operations.

\* \* \* \* \*

The continuing search for more effective approaches to the problems confronting us as a Nation has led to three major thrusts with important consequences for transportation policy. These are (a) the proposal for the enactment of transportation revenue-sharing; (b) the reorganization of the Federal Executive Branch including the Department of Transportation; and (c) the re-examination of government's economic regulation of the transportation industry. Taken together, these initiatives reflect this Administration's interest in bringing market forces to bear on competitive transportation industries, increasing the discretion and responsibility of local governments, and increasing the effectiveness of the Federal government.



In proposing revenue-sharing for transportation purposes, the Administration draws a sharp distinction between transportation needs which are truly local in nature and those which are national. Much of the country's construction of highways and streets, of mass transit facilities, and of airports and related transportation facilities is primarily local. As discussed earlier, decisions should be made by those State and local officials who are most directly involved and who most closely represent those who pay for and benefit from particular transportation facilities. Revenue-sharing will put resources in the hands of local decision makers who are best able to judge local community needs. In addition, red tape will be reduced by eliminating Federal participation in local decisions. On the other hand, national projects such as the Interstate Highway System and the aviation traffic control and safety system should continue to be managed at the Federal level by Federal authorities.

The need to recognize the larger aims of society has already been examined. Reorganization of the Executive Branch, the second major initiative of the Administration, reflects this and directly involves the Department of Transportation whose present functions will be more closely aligned with activities having the same mission, thus facilitating the achievement of common goals. Some transportation functions would go to the proposed Department of Community Development, but most would go to the Department of Economic Affairs.

The third area of fundamental policy concern is government's economic regulation of the transportation industry. The overall objectives of this regulation should be compatible with the already stated objectives for transportation in general. Specifically, regulation should foster economic efficiency, economic viability, service to consumers and responsiveness to those upon whom transportation impacts. The present state of certain regulated industries, rail and air for example, is a telling testament to the failure of regulation as currently structured to achieve these ends. The economic viability of many transportation firms of signal importance to the U.S. transportation system is today in question. Service and cost to consumers, travelers and shippers alike is too often less than ideal. Thus, there is an increasingly broad support for greater pricing freedom, enhanced competitiveness in the market place and more balanced regulatory treatment of the various modes.

The great historical function of transportation -- to tie this vast country together -- is essentially complete. The basic infrastructure of transportation is, in fact, in place. The President's proposals clearly recognize the changing nature of transportation's role in our society and the importance of recasting conventional approaches to the subject.

Society's new task, as a mature industrial economy, is of a somewhat different nature -- providing service to the millions who want to use the

transportation system. Questions of service, as distinguished from questions of construction, require development of a new set of outlooks and relationships. The traditional, infrastructure-oriented approach of government to transportation is not to be forgotten but rather to be redirected to accord with the times; the era of indiscriminate, massive, open-ended construction programs is largely coming to a close as the realization grows that there are wide variations in local, state and regional needs. Concern with the economic, business and commercial aspects of transportation, and the economy at large, becomes heightened; knowledge about the two crucial factors of production -- labor and capital -- is simply indispensable; and the role and potentialities of research and technology take on a new dimension. In short, transportation policy making becomes an integral part of economic policy making and solutions to the current generation of transportation problems are found to lie within this sphere of action. The Administration's approach to these challenges is rooted firmly in a deep awareness that the needs of our people in the final third of this century will require vastly different solutions than those appropriate in past decades, and its proposals are designed to guide and nurture a fruitful and productive Federal transportation policy in the future.





# DEPARTMENT OF TRANSPORTATION

TAD-493

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
September 10, 1971

DOT-R-43  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of Theodore N. McDowell of Washington, D.C., as the Secretarial Representative for Region Four, with headquarters in Atlanta, Georgia. McDowell, 45, is Director of Public Affairs, appointed to that position in the Department two years ago.

In the new post, McDowell will represent the Secretary in the Southern region, which encompasses the States of Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina and Tennessee.

"The Department will be well represented in Region Four," Secretary Volpe said. "Ted McDowell has done an outstanding job as Director of Public Affairs, and the knowledge he has gained of the Department at the policy level during the last two years equips him well for the new assignment."

The post of Secretarial Representative involves working with the Federal Regional Council, serving as a Departmental contact for State and local officials and the public, and coordinating Departmental field activities involving two or more of the Department's seven operating administrations. The Department of Transportation, along with the other socio-economic-oriented Cabinet Departments, has regional headquarters in each of the ten standard Federal regions.

Prior to joining the Department, McDowell was General Manager of News and Public Affairs and Secretary of the Evening Star Broadcasting Company of Washington, D.C. After World War II Navy service and graduation from Duke University, McDowell was a reporter and Assistant Promotion Manager with the Washington Star before entering broadcasting in 1953.



# DEPARTMENT OF TRANSPORTATION

TAD-493  
**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SATURDAY RELEASE  
September 11, 1971

DOT -- 19371  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of two radar contracts totaling \$901,561 to the Airborne Instruments Laboratory Division of Cutler-Hammer, Inc., of Deer Park, New York. In each case, these were the low bids.

One contract, for \$758,000, is by the Coast Guard for two marine traffic system (MTS) radars, which are to be installed at Point Bonita and Yerba Buena in the San Francisco Bay area. Work on this will be done at the firm's Long Island facility and is to be completed in 16 months.

The other contract, for \$143,561, is by the Federal Aviation Administration for development and demonstration of an automated radar system that will permit continuous validation of existing radar monitoring of air routes. This is intended to relieve some of the validation work performed aerially by FAA flight inspection aircraft. In keeping with the need to provide more efficient utilization of airspace and service for increased numbers of aircraft, the FAA is establishing many new area navigation routes which add materially to the workload of flight inspection aircraft.

Work on the FAA contract will be done at the firm's Jacksonville, Florida, and Deer Park facilities.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
September 14, 1971

DOT -- 19571  
Phone: (202) 426-1336

Secretary of Transportation John A. Volpe today urged members of the scientific and technical community to participate in a series of symposiums to be held in conjunction with the U. S. International Transportation Exposition -- TRANSP0 '72.

"Brainpower, not horsepower, is going to solve the growing transportation crisis that besets the United States and the nations of the world," Secretary Volpe said. "It is our intention to encourage professional societies in all transportation related fields to hold their seminars in the Washington area coincidental to TRANSP0 '72."

The Society of Automotive Engineers, Inc. (SAE), acting as the coordinating agent for a group of scientific and technical associations whose total membership approximates one-quarter million, has scheduled five symposiums to take place in Washington, D. C. during TRANSP0 '72, to be held at Dulles International Airport, May 27 through June 4, 1972.

Called the "International Congress of Transportation Conferences," the SAE group includes the American Institute of Aeronautics & Astronautics (AIAA), the American Society of Mechanical Engineers (ASME), Institute of Electrical and Electronic Engineers (IEEE), Operations Research Society of American (ORSA), Engineering Institute of Canada (EIC), American Institute of Industrial Engineers (AIIE), and the Environmental Protection Agency (EPA).

The following conferences have been firmly scheduled for the period May 27 June 4, 1972 by the SAE in its role as the coordinating agent for the "International Congress of Transportation Conferences":

International Conference on Transportation (SAE, ASME, AIAA, IEEE, ORSA, EIC, AIIE)

-more-

International Forum for Air Cargo (SAE, AIAA, ASME)

National Air Transportation Meeting

Transportation and the Environment Conference (SAE, DOT, EPA)

International Vehicle and Highway Safety Conference (SAE, National Highway Traffic Safety Administration)

In addition to the SAE administered conferences, the American Meteorologic Society will conduct a symposium, "International Conference on Aerospace and Aeronautical Meterology," during TRANSP0 '72.

Also scheduled to hold technical/scientific meetings in the Washington area during the Exposition is the Organization for Economic Cooperation and Development, an international group of which the United States is a member.

The OECD, which included among its prime interests the relief of inner-city traffic congestion, will spend two days in Washington during TRANSP0 and then will proceed to Dallas for the remainder of their meeting. The group had originally planned to meet in Dallas in the fall of 1972.

Under consideration to coincide with TRANSP0 are a number of other international symposium seeking to find widespread uses for military - space technology.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.  
September 14, 1971

DOT - 19671  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe is a man with a message -- and he will carry it aloft Wednesday evening and emblazon it in moving lights on the ample hide of the Goodyear blimp "Mayflower" as it slowly cruises the evening skies over the Washington area.

The Secretary is plugging TRANSPO '72 -- the U. S. International Transportation Exposition scheduled for May 27 through June 4, 1972, at Dulles International Airport.

The four-color presentation will use a panel of 3,080 electronically controlled lights to produce a 105-foot-long marching line of letters 14 feet high that are visible for a mile.

The Secretary's message: "Visit TRANSPO '72, the first U. S. International Transportation Exposition at Dulles International Airport, May 27 - June 4, 1972, -- a three-dimensional look at the world of tomorrow -- see all forms of transportation."

At this point the letters will dissolve and the lights will depict an automobile, a truck, a train, a plane, a bus, and a boat, all in living red, blue, green and yellow, rolling, flying and sailing the length of the blimp. The Mayflower will lift off from Dulles International Airport about 6 p.m. Wednesday with the TRANSPO '72 message.

(more)

Between now and the Exposition dates, the "Mayflower," and Goodyear's other blimps, "Columbia" and the "America" will crisscross the nation carrying the TRANSPO '72 message.

TRANSPO '72 the world's first truly comprehensive transportation exposition, will occupy 300 acres at Dulles International Airport. Four exhibit halls, each 200 feet by 400 feet, will house indoor exhibits. Displays and exhibits of large products and equipment will be ranged throughout a million square feet of outdoor display area.

During the nine-day run of the Exposition -- which includes the Memorial Day weekend -- visitors to TRANSPO '72 will see, touch, climb in and out of, and in some cases ride, the latest in sea, land, and air vehicles.

Exposition-goers will be invited to climb aboard four new, pollution-free, noiseless concepts in urban mass transit -- personal rapid transit systems -- two on the surface and two elevated.

Ground and air demonstrations will take place daily, with precision aerobatic flying on the last two days of TRANSPO '72 by American and foreign military and private flying teams.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
September 15, 1971

DOT -- 19771  
Phone: (202) 426-4321

Drastic improvement of the rail systems in the Boston-Washington Corridor is necessary to meet the needs of inter-city public transportation in the 1970's, a report issued today by Secretary of Transportation John A. Volpe said.

The report, Recommendations for Northeast Corridor Transportation, also suggests improvements in the utilization of the existing inter-city highway system in the Corridor.

"These recommendations will serve as a guide for the development of Department of Transportation programs in the Corridor," Secretary Volpe said. "State and local support and cooperation will be necessary to carry out the recommendations."

The Northeast Corridor is composed roughly of the Eastern seaboard from New Hampshire to Virginia, its heart being the Boston-New York-Washington "megalopolis".

Key features of the recommended Improved High Speed Rail (IHSR) system are increased speeds and departure frequencies.

Proposed travel times are: New York-Washington, two hours, non-stop (two and a half hours with intermediate stops) and New York-Boston, two and three quarters hours, non-stop (three hours with intermediate stops), with both non-stop and intermediate service included in the schedules.

The study found that a non-reservation service with departures as often as every half-hour would attract heavy patronage and be economically self-sustaining.



Improvements in the roadbed (including grade-crossing elimination) will require approximately \$100 million for the New York-Washington segment and \$190 million for the New York-Boston route. Terminal upgrading will cost an estimated \$70 million and \$100 million more is needed for new cars to bring the estimated total investments to \$460 million. According to Secretary Volpe, a part of this financial burden would have to be shared by the State and local governments in the Corridor.

The study concludes that three years would be required, from the time of a go-ahead decision, to put the IHSR service in full operation.

The environmental problems in the Northeast Corridor are staggering, said Herbert F. DeSimone, Assistant Secretary of Transportation for Environment and Urban Systems.

"Before we enter into massive new construction programs, we must create equal consideration for such critical environmental problems as noise and air pollution," he warned. Environment cannot be sacrificed for the sake of expediency. Every new step taken to physically improve the Corridor will include a companion step to environmentally improve it too."

"The old ways of expanding capacity only by building more and more - - be it highways, airports, or what have you are out," said the Assistant Secretary for Policy and International Affairs Charles D. Baker. He pointed out that this report is the first specific series of statements and recommendations issued by the Department of Transportation following the recent statement on National Transportation Policy.

The highway recommendations for the 1970's stress the theme of using what is in place:

- (1) the addition of short links to the highway system both to create an alternative major North-South route and to permit travelers to shift between routes to avoid congestion;
- (2) a "real-time" highway information system that would keep drivers posted on actual traffic conditions ahead on the road so that they can make the best route choices and reduce the likelihood of being caught in severely congested areas.



To meet the needs of the Corridor in the 1980's, the Department proposes immediately increased technological research efforts designed to permit major investment decisions to be made by 1976. Technologically advanced systems to be examined are:

- . Tracked Air Cushion Vehicles (TACV) high speed (250-300 mph) vehicles that move on a cushion of air along a fixed guideway. Even more advanced magnetic suspension vehicles will be examined.
- . Quiet Short Take-off and Landing (STOL) and Vertical Take-off and Landing (VTOL) air systems -- that can use very small airports.
- . Automated Highway -- operation of the automobile is completely taken over by a system of computers.

"In addition to considering these technological advances, the Department will also look seriously at the possibility that the rail system for the 1970's, perhaps with some improvement, may turn out to be sufficient for the 1980's as well. Compatibility with the physical and social environment will be a must for any new system," Secretary Volpe said.

The Northeast Corridor's flow of intercity traffic is the heaviest in the world. The Corridor extends 800 miles from Manchester, New Hampshire to Norfolk, Virginia, along and near the Atlantic Coast; and inland to such cities as Albany, New York; Harrisburg, Pennsylvania; and Richmond, Virginia.

The area's population is some 44 million -- more than 20 percent of the Nation's population living on two percent on its land area.

The Northeast Corridor Transportation Study found that all transportation expansion in the corridor now planned (not including its recommendations) will still leave problems of unmanageable air traffic at some major airports and that highway congestion throughout the corridor will drastically increase, making improvement of the system imperative.

The Department's Civil Aviation R&D Policy Study was prepared in close coordination with the Corridor Report. Research and development on VTOL and STOL alternatives for the Corridor will be part of the implementation of the CARD Study.

The Report was prepared in the Office of the Assistant Secretary of Transportation for Policy and International Affairs, Charles D. Baker.

Copies of the report may be obtained from the Office of Public Affairs, Office of the Secretary, Washington, D.C. 20590.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.  
September 17, 1971

DOT -- 19471  
Phone: (202) 426-4321

Estimated total expenditures for all transportation goods and services, both public and private, amounted to more than \$161 billion in 1970, the Department of Transportation reported today.

Measured in terms of the 1965 dollar, the \$161 billion represents all outlays except for unreimbursed subsidies. The 1965 dollar is used as a benchmark because 1965 is the most current year for which actual data and dollar deflators in all transportation sectors are available on which to base projections for future needs and requirements.

Domestic transportation expenditures make up about 97 percent of the total, or \$156.6 billion. International outlays account for only 3 percent, or \$4.8 billion.

Highways account for the greatest expenditures, \$131 billion or 81 percent of the total. Combined domestic and international air outlays total \$11.5 billion, or nearly 7.2 percent. Next comes rail (including urban transit) with \$11 billion or just under 7 percent -- all of it domestic. Water accounts for \$6.5 billion or 4.1 percent, domestically and internationally. Finally, domestic oil pipelines total \$1.2 billion or less than 1 percent.

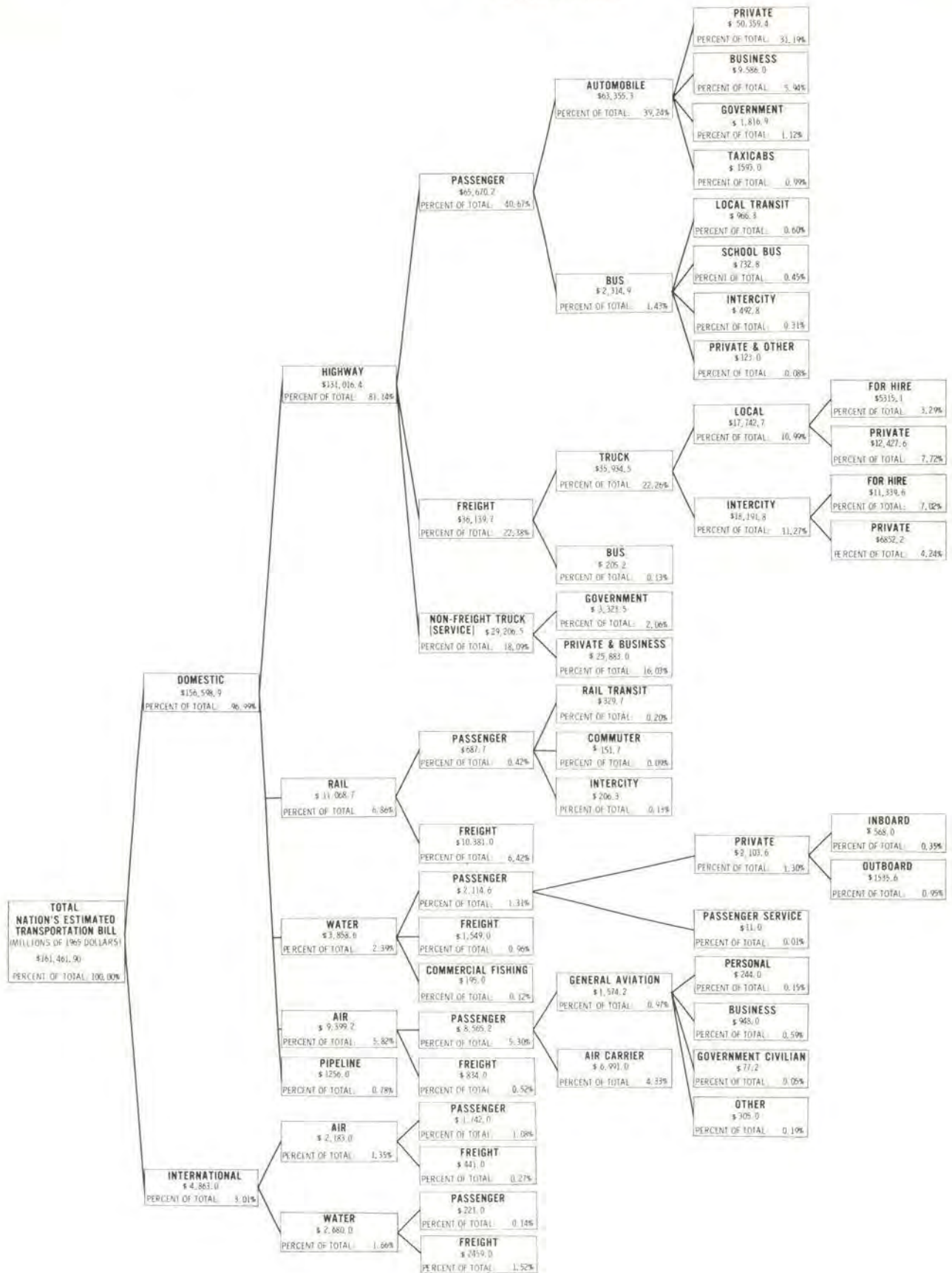
Expenditures for taxicabs exceeded those for local bus transit \$1.6 billion to \$966 million.

A schematic chart showing precise expenditures is attached.

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**BREAKDOWN OF NATION'S ESTIMATED TOTAL TRANSPORTATION BILL, 1970**  
**FREIGHT AND PASSENGER**  
(MILLIONS OF 1965 DOLLARS)





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.  
September 18, 1971

DOT -- 19871  
Phone: (202) 426-4321

The first of regular quarterly reports on national transportation activity was released today by the Department of Transportation. The report covers the second quarter of 1971 compared with the same period in 1970.

Most notable change, according to the report, was an increase in domestic air passenger miles -- 26.7 billion in the second quarter of 1971 as compared with 25.7 billion in 1970.

Other forms of passenger service and most modes of freight service were down in the second quarter of 1971 as compared with the same time period of 1970.

The breakdown is attached.

- more -



# NATIONAL TRANSPORTATION ACTIVITY

2ND QUARTER - 1971

	1970 2ND QUARTER	1971 2ND QUARTER
Passenger Service		
Rail (Passengers, Class I Railroads)	72,256,137	64,109,548*
Air (Domestic Passenger Miles)	25.7 billion	26.7 billion
Bus ( Passengers, Class I Carriers)	130,398,330	121,770,867
Water (Passengers, Interstate Carriers)	884,412	696,470
Freight Service		
Rail (Tons, Class I Railroads)	680,907,714	661,916,504
Air (Domestic Ton-Miles)	532,000,000	453,000,000
Truck (Tons, Class I Carriers)	131,680,883	130,281,678
Water (Tons, Interstate Carriers)	38,323,496	43,024,307
Pipeline (Barrels)	1,953,278,563	2,032,949,961

\* Does not include AMTRAK.

Source of information: Office of System Analysis and Information  
Department of Transportation

Civil Aeronautics Board

Interstate Commerce Commission



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
September 23, 1971

DOT - 19971  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today that the Department's Office of Consumer Affairs will hold its first fact-finding meeting in Livingston and Knoxville, Tennessee, on October 6 and 7.

The new Department of Transportation effort is an attempt to get a true picture of the needs and concerns of individual transportation users by going directly to the people. Views will be sought on topics such as travel by all modes of transportation; auto, aircraft and boat rental; vehicle purchase and use, including repairs and maintenance; vehicle insurance; and household moving services.

The meetings, to be conducted by Ann Uccello, Director of the Office of Consumer Affairs, will give people the opportunity to speak directly to a high-ranking Department of Transportation official and provide an avenue for bringing their concerns to the Department's decision makers.

The Livingston meeting will be held Wednesday evening, October 6, at 7:30 p.m. (EDT) in the High School Auditorium. This meeting is expected to draw people from rural areas in Clay, Fentress, Jackson, Overton and Pickett Counties.

On Thursday afternoon at 2:30 p.m. (EDT) Miss Uccello will be in the Student Center at the University of Tennessee to listen to student concerns. The final meeting will be Thursday evening at 7:30 (EDT) in the Knoxville City Council Chamber where the emphasis is expected to be on urban and suburban transportation problems.

-more -



In addition to the scheduled meetings, Miss Uccello will meet informally with as many people as opportunity permits.

The intention to hold fact-finding meetings was announced by the Department of Transportation on September 9. At that time Secretary Volpe said: "We have found that too many people just don't know to whom they can turn with their transportation problems." Miss Uccello's perceptiveness, he added, will enable the Department to get a better reaction to existing transportation programs and enable it to do a better job of planning new ones.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SATURDAY RELEASE  
September 25, 1971

DOT -- 20071  
Phone: (202) 426-4321

Four members of the House Subcommittee on Transportation will attend the third meeting of the Urban Transportation Advisory Council to be held in the Executive Office Building on Tuesday, September 28.

Accepting Secretary of Transportation John A. Volpe's invitation are: Subcommittee Chairman John J. McFall (D., Calif.), William R. Minshall (R., Ohio), Silvio O. Conte (R., Mass.) and Edward Boland (D., Mass.).

"The presence of the members of Congress will give this meeting of the Advisory Council an added dimension," Secretary Volpe said. "Council members, representing all sections of the nation and a variety of transportation interests, review the Department's programs and make valuable contributions to it," Secretary Volpe said.

The 25-member Council is chaired by Under Secretary of Transportation James M. Beggs. In a roundtable setting the group will discuss a variety of topics including: (1) Non-capital improvement in public transportation; (2) A more advantageous relationship between parking facilities and public transportation access; (3) Department of Transportation research and development programs for 1972; and (4) The Concept of a single transportation trust fund.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
September 29, 1971

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Phone: (202) 426-4321

Secretary of Transportation John A. Volpe said today that he has decided not to delay the requirement that a completely passive restraint system, such as air bags, be installed in all 1976 model automobiles. The requirement was imposed by an occupant protection standard issued by the Department's National Highway Traffic Safety Administration in March.

The Secretary's action means that, beginning August 15, 1975, manufacturers will not be allowed to manufacture for sale in the United States any passenger car that does not provide complete passive protection for all seating positions.

The Secretary made the statement in announcing the results of a review of the passive restraint standard issued last March. He said the principal change decided upon by the Department's National Highway Traffic Safety Administration (NHTSA) was that affecting the period before full passive restraint protection is required.

Secretary Volpe said that under the revised standard auto manufacturers will be given the option of providing passive protection or seat belt ignition-interlock systems at front seat positions in new cars sold after August 15, 1973. The rule previously did not provide such an option and required that all cars be equipped with passive restraints at the front seat positions after the 1973 date.

The new optional ignition-interlock seat belts available under the proposed amendment to the rule would prevent an automobile engine from starting unless seat belts are fastened in front seats which are occupied. Such a system can significantly increase the use of seat belts by front occupants, and thereby make a substantial contribution to the saving of lives in auto crashes, during the interim period.

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Review of the passive restraint standard by the Department's Safety Administration followed the filing of petitions by auto manufacturers requesting revision of the standard. The producers contended they could not meet the August 15, 1973, deadline for the beginning of passive restraint requirements on all lines because of the strain it would put on production facilities.

In commenting on the manufacturers' request, NHTSA Administrator Douglas Toms said, "Most auto companies, when introducing new features, traditionally install them in only one or two model lines at the most. However, we cannot find the authority in our existing legislation to establish some kind of phasing-in time table."

"Everyone agrees," Toms continued, "that passive restraints are the most important breakthrough in auto safety in our time, but we can't expect them to appear in 10-million cars overnight. It is a production problem, not a scientific or technical problem."

"We may also gain something in the delay, since now all manufacturers, particularly the smaller ones, can complete the adaptation of their vehicles to the more advanced passive devices now being tested by some of the larger companies. These advanced designs could save lives in crashes that occur above the 30 mile an hour requirement now set by our standard."

The standard continues to require that cars produced after January 1, 1972, have improved lap-and-shoulder belt systems. In addition, the standard requires a belt warning system that activates both an audible and a visible warning when the front seats are occupied and seat belts are not fastened. The addition of the new option dealing with ignition interlock systems is the subject of a Notice of Proposed Rulemaking. Interested persons are invited to submit comments on the proposal by November 2, 1971.

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