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DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

REMARKS BY EVERETT HUTCHINSON, UNDER SECRETARY OF
TRANSPORTATION BEFORE THE NATIONAL CONFERENCE OF
STATE TRANSPORTATION SPECIALISTS, DETROIT, MICHIGAN,
MAY 2, 1967

I am delighted to be here -- in the motor capital of the world --
to talk about one of the most important and influential aspects of our
national life -- our transportation system.

Today, as President Johnson has pointed out, transportation is
America's biggest industry. It employs more than 2.5 million people.
It accounts for one-fifth of our total national output.

Last year, more than 90 million motor vehicles whizzed over some
3 million miles of paved streets and highways, nearly 100,000 airplanes
flew more than 1 billion miles and 1.5 trillion ton-miles of cargo moved
over our railways, highways, and waterways.

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These are impressive figures. But they do not even begin to convey the importance of our transportation system to an economy whose every activity, whose every enterprise, depends directly or indirectly upon the availability of fast, efficient, and economical transportation for moving millions of people and products from one place to another -- between home and office, between factory and outlet, between home office and branch office. Nor do they begin to suggest the immense influence -- direct and indirect -- that transportation has upon our social and physical environment, and even upon our personal lives.

It is to help us cope, on a national level, with the problems and challenges posed by this vast and vital aspect of our national life, that the new Department of Transportation was created.

The new Department -- which officially opened its doors just over a month ago, on April 1 -- brings together more than 30 Federal transportation functions, involving nearly 100,000 employees and an annual budget of about \$6 billion.

The more significant elements of the new Department include:

1. The Federal Aviation Administration, with its broad responsibilities for overseeing our air commerce -- encouraging its development, insuring its safety, and assisting in the improvement, installation, and operation of its facilities.
2. The Federal Highway Administration, which is charged with the overall supervision of our Federal and Federal-Aid Highway Programs, in partnership with the several states.
3. The United States Coast Guard -- the nation's oldest sea-going service -- whose primary mission is to insure the safety and security of our shores, our waterways, and our territorial seas. During peacetime, the Coast Guard will function as an agency within the Department of Transportation -- during war or national emergency

declared by the President, it will operate as part of the Navy, as it has in the past.

4. The St. Lawrence Seaway Development Corporation, which is responsible for the deepwater navigation works in the International Rapids section of the St. Lawrence River, together with necessary dredging in the Thousand Islands section. The Corporation was created to be self-supporting through tolls assessed against shippers using the seaway facilities.

5. The Federal Railroad Administration, with jurisdiction over rail and pipeline safety matters, has responsibility for the High-Speed Ground Transportation project which is planning and carrying out a program of research, development, and demonstration in the field of high-speed ground transport.

Federal agencies in the field of economic regulation of transportation -- the Interstate Commerce Commission, the Civil Aeronautics Board, and the Federal Maritime Commission -- will retain their independence, in keeping with the conviction shared by the Administration, the Congress and the country generally that these agencies can most effectively and impartially fulfill their quasi-judicial functions outside the new Department. At the same time, because the decisions of these agencies on rates and other matters have often such a pervasive effect upon our entire transportation system -- and upon the public which it serves -- the Department is authorized to appear as a party in major regulatory proceedings. We fully intend to exercise that authority in the public interest, and, wherever appropriate, to intervene in those proceedings.

Regrettably, the Maritime Administration will also remain outside the Transportation Department. But it is no more possible to exclude the maritime area from the ambit of our prime policy concerns than it is to conceive of a total transportation system without water transport. And so we look forward, in the interests of the maritime

industry, as well as of the nation as a whole, to the early inclusion in the new Department of this important part of our overall transportation effort.

Finally, because the problems of urban mass transportation are inseparable from the broader problems of our urban environment as a whole, the new Department will cooperate with the Department of Housing and Urban Affairs in fashioning programs and policies to improve our urban transportation system. In addition to maintaining close and constant coordination, the two Departments will, within the year, recommend to the President and the Congress, "the logical and efficient organization and location of urban mass transportation functions in the Executive Branch".

The new Department was created for one central purpose -- in the words of the enabling Act, to assist in "the development of national transportation policies and programs conducive to the provision of fast, safe, efficient, and convenient transportation at the lowest cost consistent therewith and with other national objectives, including the efficient utilization and conservation of the nation's resources".

To reach that goal will require that the new Department, in the words of President Johnson, "coordinate the principal existing programs that promote transportation in America; bring new technology to a total transportation system, by promoting research and development in cooperation with private industry; improve safety in every means of transportation; encourage private enterprise to take full and prompt advantage of new technological opportunities; encourage high-quality, low-cost service to the public; conduct systems analyses and planning, to strengthen the weakest part of today's system; and develop investment criteria and standards, and analytical techniques to assist all levels of government and industry in their transportation investments".

All of us recognize that ours is the best transportation system in the world. But we also recognize that we must assess the adequacy of our system -- not against the inadequacies of others -- but by its ability to measure up to the massive and mounting transportation needs of a society far more complex than any elsewhere in the world.

Already our transportation needs are beginning to outrun our ability to meet them -- and in the days and years ahead those needs will expand at an accelerating rate.

Indeed, those needs will grow at a more rapid rate than the economy that creates them. In 1941, as one observer has pointed out, it took 3,800 ton-miles of transportation service to supply each of us with our food, fuel, and other necessities. In 1960, it took 60 percent more service to meet our needs -- or 8,900 ton-miles for every man, woman and child in America. It has been estimated that, if the trends of the past five years continue, each of us will need 10,600 ton-miles of service annually by the end of this decade -- and 16,000 ton-miles by the end of the next decade.

To meet the challenge posed by this prospect of unprecedented growth in our transportation needs -- and to solve the already acute problems presented by the rapid growth of those needs in the recent past -- will require that we enlist all of our relevant resources, public and private -- local, regional and national -- in an unprecedented effort to improve our total transportation system.

It will require that we look at our transportation system as a whole, that we see it for what it has, in fact, become -- no longer a series of separate and self-contained enterprises, but a single, total and interdependent system.

In the new Department of Transportation we have, for the first time, an instrument that will enable us to develop a coherent national approach to our transportation problems -- that will furnish a single national focus and framework within which we can better cope with the complex technical, economic, and social relationships that make up our transportation system.

Such an approach requires, first of all, that we have available what we do not now have -- current, accurate, and abundant data on every facet of our transportation system and on its broader economic and social impact. One of the most basic tasks of the new Department will be to accumulate that kind of data, without which neither government nor industry can carry out the intelligent, informed planning that is essential if we are to meet the nation's mounting transportation needs.

It requires, secondly, growing investment in new techniques and technologies that promise to strengthen the vitality and versatility of our total transportation system. The new Department will cooperate closely with private industry and with our state and local governments to encourage and assist this kind of investment on a far greater scale than we have witnessed in the past -- and, where appropriate, will bear a proportionate share of the risks and costs of ventures, such as the high-speed rail demonstration project now underway.

It requires, thirdly, that we continually re-evaluate both our public and private transportation investments and activities according to the latest techniques of cost-benefit and systems analysis. We have made great strides in recent years in pioneering and perfecting these techniques -- both within government and in private industry -- and the skill with which they are employed, will do much to determine how successful we are in improving the efficiency and effectiveness of our transportation system.

And fourthly, it requires that we look at our transportation system in relation to the total needs of our society -- that we see that system in the context of our social as well as our economic environment. Pollution, congestion, noise -- these are only the most obvious consequences of our failure in the past to adequately appreciate the profound social implications of our expanding transportation network.

The most important human aspect of transportation is safety, and one of the major tasks of the new Department will be to develop effective standards, programs and techniques to reduce the risk of death and injury for passengers and workers in every form of transportation.

We recognize that, in safety as in every other phase of transportation, problems will not be solved quickly or easily. We recognize also that these problems will not stand still, but will mount and multiply as our economy and our transportation system continue to grow in size and complexity.

But we are convinced, as well, that the new Department of Transportation enables us, for the first time, to bring to bear upon these problems all our national resources -- public and private.

On the national level, the objectives are clear:

We want to make transportation more efficient, more economical and more expeditious.

We want to make all forms of transportation safer and more reliable.

We want to know that transportation will continue to advance technologically with the rest of American industry.

We want the transportation industry to expand.

We want the transportation business to be profitable for profits are the resources for future expansion and improvement.

We want to insure that the industry maintains a sufficient reserve capacity to meet the needs of national defense.

We want to insure that the cost of the Federal interest in transportation does not overburden the taxpayer.

We want transportation to alleviate some of its irritating effects on the daily lives of our people. We want it to make a more positive contribution to the quality of our times.

Finally -- we want transportation to turn its attention to assisting in the economic development of depressed areas.

Now, I don't believe we're going to meet these objectives on any specific timetable. I don't think we should even try to. These are continuing guidelines which will mold our activities for years to come.

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But they are also guidelines which will mold our daily activities. We look to you at the state level for cooperation and support in implementing these goals.

And I can assure you that we, in the new Department, will do all we can as rapidly as we can to assure for America a transportation system equal to its needs.

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REMARKS OF EVERETT HUTCHINSON, UNDER SECRETARY OF TRANSPORTATION,
BEFORE THE TRAFFIC CLUB OF CINCINNATI AND THE CINCINNATI CHAMBER
OF COMMERCE, CINCINNATI, OHIO, NOON, MAY 16, 1967

I am very happy to be here.

This is National Transportation Week and my business is transportation. And I can't think of a better place to talk about the transportation business than in Cincinnati -- a city that was spawned and grew on river commerce. Yet this same "tobacco chawin', steamboatin' town" had the foresight to establish and build its own railroad.

You still own the railroad!

And you're still making money at it!

I'm delighted to be with professionals.

I want to thank Congressman Bob Taft for this fine invitation. Bob seems to have a knack for doing thoughtful things -- like arranging for me to be here in Ohio in the Springtime.

The surprising thing about our new Department of Transportation is that it took so long in coming. Throughout our history, transportation has affected almost every phase of the nation's economic and social development. Nowhere is this fact more evident than in Ohio.

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Transportation created almost every major city in the State. The Ohio or its tributaries determined the location of Cincinnati, Dayton, Portsmouth, Marietta, Columbus and Youngstown. The harbors of Lake Erie brought forth Cleveland, Lorain, Sandusky, and pushed Toledo into prominence. Akron began as a camp for canal diggers. Yet -- like Cincinnati -- this same state of Ohio which lived and breathed water transportation was quick enough to move with the times. By 1860, Ohio had more miles of railroad than any other state in the country.

We would miss the full significance of transportation if we failed to note the importance of the pork, corn, flour and whiskey that moved down these fine waterways. But I think the fastest way to demonstrate economic importance is to note that this very transportation-minded state of Ohio is also the home of the gentleman who invented the cash register.

The Buckeye knows where the action is!

But more important than the products are the people -- the newcomers, the settlers -- who drifted down your rivers from the East. Back in Connecticut, the restless man was described as having "Ohio fever." The origin of this migration is evident in the names of your villages and towns -- New Lexington, New Concord, New Plymouth, New Boston, New Philadelphia, New Baltimore and New Richmond. The extent of this migration is evident in some astonishing facts. In 1800, what was to become the state of Ohio numbered 42,000 brave and hardy souls. Ten years later, this figure had jumped to 230,000. Fifteen years after that -- a half million.

But in those days, transportation included more than shipping farm products and moving settlers. In the early 1800's, the Reverend Mr. Stauch -- sent to Ohio by the German Lutheran Ministerium of Pennsylvania reported his visit as follows -- Preached 67 times, baptised 212 children, traveled 1,300 miles.

Transportation, at that time, meant circuit riders with the Testament in their saddle bags. It meant the pioneer version of a supermarket -- a barge floating down the river or canal. It meant tent shows and showboats...And the great Stephen Foster finding the theme for his music on the wharves of Cincinnati...And it also included the indomitable Johnny Appleseed.

I think we miss something if we fail to appreciate the meaning of this element of mobility that is so much a part of our heritage. I think it is particularly American. It was certainly not true in Europe. I recall reading in the stories of so many of our illustrious immigrant forbears that their voyage to America represented the first time they had ever been outside their native villages. But over here,

it was "Go West, Young Man" and "Don't Fence Me In." This sense of movement helped spark the dynamism, optimism and creativity of our American scene. In plain country talk, it gave us a lot of "git up and go."

Throughout the whole transportation story, the Federal Government, in various forms, was active -- encouraging, helping, pushing and, perhaps, occasionally, getting in the way. Federal assistance began in full with Congress ordering the National Pike from Cumberland, Maryland, to the Ohio River at Wheeling, West Virginia. By the time it had been pushed on through Columbus and Springfield to Vandalia, more than \$10,000,000 had been spent. And Congress had passed more than 30 different acts of legislation. This Federal assistance continued -- in digging channels, in building dams and locks, in providing land for railroad rights of way, in highway and in airport construction. Today, ships berth at Cleveland after transiting the joint U. S.-Canadian built St. Lawrence Seaway. These same ships navigate with U. S. Coast Guard assistance. Ohio roads are built with help from Federal funds and the trucks and buses that travel them are regulated by the ICC. The Corps of Engineers deepens the channels, and Federal Aviation Administration air traffic controllers guide planes in and out of the Greater Cincinnati Airport. Yet -- until six weeks ago -- this vast government transportation effort was scattered among a number of different and separate departments, agencies and bureaus.

There had been many attempts to bring these Federal transportation programs together under one roof. The move for consolidation began in 1874 and it had been supported since that time by representatives of both parties. It is a testimonial to the persuasiveness and persistence of President Johnson that he was able to bring it about.

Looking back through history, only two Presidents were able to set up more than one new Cabinet department. The first was, of course, our first President, George Washington. The other -- Lyndon B. Johnson.

The creation of the Department of Housing and Urban Development and the Department of Transportation by the 89th Congress represents a tremendous political achievement by President Johnson. It is statesmanship at its best.

But, I would not have you believe from this brief account that the story of transportation is one of continued galloping success. The opposite was more often the case. The risks were great and only the strong survived. The facts of the matter are almost unbelievable:

The builder of the greatest clipper ship went broke.

The builder of the greatest steamboat of the Nineteenth Century went broke.

The builder of the first monorail went broke.

Most of the early railroads went broke.

The famed Pony Express lasted only 18 months -- April 3, 1860 to October 24, 1861.

Of the several hundred automakers in our history, less than half a dozen remain today.

And the world's first successful airplane -- the Wright Brothers' -- had a total flying life of one minute and 36 seconds.

Even the famed stern wheeled packet boats for which Cincinnati was famous...At their peak, there were 600 of these river queens plying the Mississippi and the Ohio Rivers...Yet, an average of about 100 were lost each year through fire, explosion, collision, or sinking.

Transportation, then, is risky -- big -- vital, and the Federal government is an active participant.

There is one other element that needs mentioning.

Let me go back to the stern wheelers...One hundred years ago, a traveler described the spectacle of the river packet, Jacob Strader, as it steamed down the Ohio at night, "...along the starlit river, all her windows blazing with lights, her furnace fires throwing their glare forward...perhaps a band playing and a gay party dancing on her lofty promenade deck..."

Now, how many of you could write an ode about the takeoff noise of a jet aircraft?

Transportation, then, is having some adverse effects on the quality of our daily living.

And so, six weeks ago, we began a new government approach.

The purpose of the Department of Transportation is, in the words of the Congress, "to centralize in one Cabinet-level department the responsibility for leadership in the development, direction and coordination of the principal transportation policies, functions and operations of the Federal government."

Now that's a pretty large order. But, our new Secretary of Transportation is pretty large himself. Alan Boyd stands tall -- six feet four. He's young, 44, and energetic. Very much to the point -- he has a strong transportation background.

He knows the business.

Alan Boyd heads a staff of 95,000 employees. Some 44,000 of these are in the Federal Aviation Administration, and another 41,000 serve in the U. S. Coast Guard. The Department will also include the former Bureau of Public Roads, the ICC's Bureau of Railroad Safety, the Alaska Railroad, the St. Lawrence Seaway Development Corporation, the CAB's Bureau of Safety and certain internal waterway functions of the Corps of Engineers.

A National Transportation Safety Board concerned with the safety of all modes has been established within the Department but will report directly to the Congress.

The Department will not have any economic regulatory functions. These have been wisely kept separate. Nor was the Maritime Administration included. Eventually, however, I think the Maritime people will want to be part of the Department.

In the new Department, our purpose is to make transportation more efficient, more reliable, safer and more profitable. We want it to expand, advance technologically, and make a more positive contribution to the quality of our times.

Now those are all very fine words and we mean them. But I think there is a better statement of our direction in the workings of our Northeast Corridor Transportation Project.

The Department of Transportation is now at work putting into service -- on a demonstration basis -- high speed railroad trains on the busy tracks between Boston and the Nation's Capital.

The Northeastern states include more than 40 million people -- more than 20 percent of our total population. There is a transportation crisis in the area now and it will increase in severity.

Our plan calls for more than the introduction of new hardware. We want to know about passenger preferences and travel behavior. We expect to learn more about the economics of rail passenger service operations. We want to learn how to predict transportation demand. We are, finally, hoping that this project will show us the way toward improving the technology of the rail industry. The beneficiaries of this study, suffice to say, will be the public -- all the railroad passengers and shippers in the country.

This research and development program will involve instrumented high speed test trains and special test tracks. At the end of the testing, we hope to know exactly what happens to wheels, rails, tracks, roadbed structures, adhesion and so on, at all speeds -- particularly over 100.

The program will involve all the paraphernalia of the modern whiz kids -- systems analysis, PERT charts, data processing, simulation studies and back of it all, the computer. We are even looking into the use of laser beams. MIT has discovered that lasers can cause the breakdown of hard rock structures. This could lead to reductions in right of way costs, both above and below ground.

The first of these new high speed trains will probably go in service between New York and Boston this summer. This part of the program will utilize two newly designed trains powered by gas turbine engines.

The trains will be leased to the Department of Transportation by the United Aircraft Corporation and they will be operated by the New Haven Railroad for a period of two years under Federal auspices.

Late in October, the Pennsylvania Railroad will begin New York - Washington service with 40 brand new multiple-unit coach cars built by the Budd Company. They will be capable of speeds up to 160 miles per hour, but will operate, in the beginning, at speeds of about 110 miles per hour. This will reduce the present travel time from 4 hours to 3 hours and 15 minutes.

Results of the Northeast Corridor Project should tell us whether rail passenger service will begin to make a comeback.

This, then, is the way we plan to move. We hope to add to the betterment of our times.

I recall a quotation of the British author and statesman, Thomas MacCauley. He said, "Of all inventions, the alphabet and the printing press alone excepted -- those inventions which have abridged distance have done most for the civilization of our species."

We hope the new Department will abridge distance -- that it will prove to be such an invention.

Thank you.

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U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

REMARKS OF EVERETT HUTCHINSON, UNDER SECRETARY OF TRANSPORTATION
PREPARED FOR DELIVERY AT GOVERNOR'S COMMITTEE ON TRANSPORTATION,
HARRISBURG STATE CAPITOL, HARRISBURG, PENNSYLVANIA, 12:30 P.M.,
FRIDAY, MAY 26, 1967

I suppose the title of my remarks should be "How to Set up a Department of Transportation in One Easy Lesson." However, one is hardly the number of lessons required and "easy" is far from the proper adjective. But, perhaps I can tell you what some of the pitfalls are -- and how to try and avoid them.

What you are doing in the Commonwealth of Pennsylvania in the field of transportation is of vital importance, not only to your State, but to our new Department of Transportation as well.

Effective leadership in making a system out of transportation in this nation can be exerted only with the full cooperation of the states. It is the states and the local communities which comprise them that know

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best about highway and airport needs, about congestion, noise and safety problems and about all the other varying situations and conditions that demand tailored solutions. It is also the states and local communities that have and expend the bulk of the economic resources to finance those solutions.

The Federal treasury is not now, and will never be, funded to solve all the nation's transportation problems. It is going to be state, local and private investment that will do the major part of the job.

Policy, planning, and coordination are the things the Federal Government can best provide. Its dollars can never match what is available for similar use in the state, local and private spheres.

That, basically, is why we applaud the action you are taking here in Pennsylvania. Initially, you are going to be doing what we have done and are trying to do in setting up the national Department of Transportation. We therefore hope that the obstacles we face as well as the successes we have will be instructive.

On the first of April we opened the doors of the Department of Transportation -- the 12th Cabinet-level Department in the Federal Government. Our new Department was created out of need and hope -- to bring together under one authority all our Federal programs and activities in air, rail and highway transportation as well as many of our Nation's water transportation programs.

The creation of the Department was hardly the result of a bureaucratic whim. Ever since 1874 there had been discussion about the need for such a Department. The Congress has considered ways of coordinating the Federal interest in transportation on 17 separate occasions.

By 1966 there were over 30 separate agencies which handled some form of transportation program or activity -- agencies concerned with highways and the Federal-aid program for highway construction, those which dealt with aviation and with the Coast Guard and its programs for marine safety. Others were responsible for safety and inspection programs for aircraft and railroads. Separate organizations directed the St. Lawrence Seaway, the Alaska Railroad, our maritime activities -- and in many other programs which affect the daily lives of millions of Americans. The need for closer coordination of these programs had become urgent -- the result was the Department of Transportation.

Transportation touches almost every daily life. Some 20 percent of this country's gross national product is linked to transportation. About 14 percent of all civilian employment in the United States is in the transportation field. And approximately 18 cents out of each tax dollar comes from transportation sources.

Today there are 90 million motor vehicles in the United States. By 1975 there will be about 120 million.

Last year domestic airlines flew almost 57 billion passenger miles. By 1975 they expect to fly close to 130 billion.

In 1964, 1.5 trillion ton miles of cargo were moved by America's transportation industry. By 1980 the industry will move almost twice that much cargo.

Today Americans can travel on almost 3 million miles of paved roads and highways. By 1975 -- or perhaps sooner -- we shall be able to cross the country on our new Interstate Highway System. If we could find an American hardy enough to make the trip, he could go from New York to

California without stopping once. It's hardly a trip designed to please the children -- but the man at the wheel could forget about traffic lights for his entire trip across the country.

The Federal Government is involved -- in some way -- in every form of transportation. During 1965 more than \$5 billion in Federal support went into highway construction, the development of rivers and harbors, the operation of airlines, and the construction of airports as well as subsidizing our maritime industry. In shipping, for example, of our Nation's 2,500 ocean-going cargo vessels, 1,500 are part of the Government-owned Reserve Fleet.

But this substantial Federal investment is dwarfed by the investment of other sectors of our economy. State and local expenditures on transportation have reached some \$12 billion annually.

Most important, however, is the private outlay which may be as much as \$150 billion each year!

And this is the way it will continue to be.

This predominance of private over public investment in transportation is peculiarly American. In no other nation in the world does the private sector direct such a large part of transportation activities. This unique blend of public and private effort is one of the great strengths of our American system.

Transportation in the United States is unique in another way. By a tacit agreement between the public and private transportation interests, the ways and means of our transport system have been more or less apportioned.

The ways -- the highways, the airlines, the water routes -- are publicly maintained and controlled. The means -- the trucks, the rail passenger and freight cars, the planes, the automobiles and, to a large extent, the busses -- are privately owned. And this interdependence is also one of the strengths of our American system.

Just after Alan Boyd was named by the President as the first Secretary of Transportation, he told a U. S. Chamber of Commerce group that he didn't conceive of the Department as a "big daddy" to the transportation system in our country. He said:

"The Department will have the responsibility for encouraging and promoting our private enterprise system, rather than trying to move in the direction of taking over its actions and responsibilities . . . It must be a cooperative effort."

Programs to develop and improve our Nation's transportation systems will result from the initiative and enterprise of private investors. In the Department we hope to serve as a catalyst in the search for solutions to the problems which confront both private and public transportation interests.

This is a tremendous challenge. Our concern is not just transportation -- our duties lie beyond the movement of people and goods from one spot to another. We seek that best of all worlds in which the American transportation system will be fast, safe and convenient -- and, of course, we want it to be efficient and economical, too.

At the same time, we have another hope for transportation. We believe that it is equally important that we preserve the natural beauty of our countryside, that we conserve our recreation lands and public parks, our wildlife and waterfowl centers, and our historic sites.

In this connection, I am pleased to note that since the establishment of the Department of Transportation the long controversy over the Delaware Expressway has been resolved.

Portions of the Expressway will be depressed and covered in a manner to preserve the riverfront park and the valuable historic sites in the area. Substantial expenditures to achieve these ends will be met from the Highway Trust Fund by the Federal Highway Administration, working with the State Highway Department.

To handle the problems of transportation today and to anticipate the problems of the future we have brought together under one roof -- organizationally, if not physically -- some 92,000 employees and agencies with programs involving an annual budget of almost \$6 billion.

Within the Department, at the assistant secretarial level, we shall deal across the board with the effort to improve individual modes and to create a system of transportation. Our assistant secretaries will advise the Secretary on public affairs, on international transportation, on policy development, and on research and technology. These men -- the assistant secretaries -- are not going to promote either aviation or inland waterways or trucklines -- or any other single mode of transportation. They will examine and evaluate the needs of all modes of transportation within the framework of the Nation's overall requirements.

In this way we hope to avoid undue emphasis on any one form of transport in preference to any other.

Ours is not a regulatory agency.

The ICC, the CAB and the Federal Maritime Commission will continue as before in providing economic regulation. Their continuing responsibility involves protecting both the public and the private interests in our motor and water carriers, our railroads, our freight forwarders -- and also in our airlines, our pipelines and the Nation's ocean-going ships.

Another concern is safety, and the safety functions of the Interstate Commerce Commission and the Civil Aeronautics Board have been transferred to the National Transportation Safety Board within the Department.

The Board was established as a result of the grave concern across our Nation about mounting transportation accidents.

We are concerned with air safety -- congestion of the air lanes as well as the airports. We are concerned with the safety of the seagoing public -- to avoid another Yarmouth Castle disaster as well as accidents on our recreational waterways. Also, we are concerned about the problem of oil spillage such as plagued the coast of England when the Torrey Canyon went aground.

We are concerned about the safety of natural gas pipelines.

One of the most exciting programs which the Department has will be demonstrated this summer and fall for a period of two years. This is the two high-speed rail projects between New York and Boston and New York and Washington, D. C. Another project, slated for operation in early 1968 will be an auto-rail ferry service between Washington, D. C., and Jacksonville, Florida.

These high-speed rail demonstrations will have great meaning for other areas of the country where intercity transportation is a serious problem. We hope research will lead us to more advanced ground transportation systems in a short time.

The Department hopes ultimately to play a significant role in strengthening urban transportation.

We do not kid ourselves about the difficulties inherent in the problems we face. For example, it is very difficult to make the public sufficiently aware of the need for caution and safety on the coming Memorial Day weekend when the holiday will put millions of Americans on the highway with a bent for speed in reaching their destination.

It is also difficult to make good sense out of the daylight savings time provisions of the new Uniform Time Act, for the little lady who writes in and says "Don't go on daylight time this year because last year your extra hour of sunlight burned up my lovely grass."

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