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# DEPARTMENT OF TRANSPORTATION

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# NEWS

118.1

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

19-S-69

REMARKS PREPARED FOR DELIVERY BY ASSISTANT SECRETARY  
FOR PUBLIC AFFAIRS WALTER L. MAZAN TO COAST GUARD GRADUATING  
CLASS, YORKTOWN, VIRGINIA, FRIDAY, JUNE 6, 1969, 12:00

Looking over this fine graduating class today, I find myself wanting to philosophize with you about the future of the Nation and mankind in general.

Then I come to the realization that you men have been studying and working in class for a long time to achieve this day. And there seems no reason why I should philosophize with you, especially when a historian at the turn of the century wrote that Philosophy is a goddess whose head is in heaven but whose feet are upon the earth. She attempts more than she accomplishes and promises more than she performs.

For me, the really tough part to take is what Henry Ward Beecher once wrote, when, in reflecting on philosophy, he noted: The philosophy of one century is the common sense of the next.

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With the problems, riots, near rebellions, strikes, pickets, sit-downs, sit-ins and walk outs we have today, I fear for the next century.

We cannot, of course, adopt a defeatist attitude about the happenings of today. For every problem, we must find a solution. And we are confident there is an eventual solution.

Right here in the Department of Transportation we are working on solutions to the problems that beset mankind in the air, on the ground and at sea.

Secretary Volpe, of course, sends his very best wishes to you all, and also told me that perhaps within this class we might find a future Secretary of Transportation. At least he hopes you all have your sights set on an expanded and broader future with an earnest desire to keep learning.

Although the unrest and riots on college campuses may seem like an ominous omen for the future, the world really isn't all that bad. Just in the past quarter of a century we have had material developments which tell me that the country progresses regardless of what a small claue of non-conformists may seem to do.

In your own lifetimes, we have had antibiotic drugs, television, radar, atomic energy, jet aircraft, computers, plastics, rocket propulsion, satellite communication and the entire technology of miniaturization which has made the space effort possible.

Unfortunately, this steady march forward is not shared by all of those who supposedly are enrolled in college today. As Secretary Volpe so aptly put it at the Academy two days ago, "There is a tendency among some of our college youth to confuse action with motion."

We must not forget that however slow the progress of mankind may be, or however imperceptible the gain in a single generation, the advancement is evident enough in the long run.

I'm afraid that there still may be too much monkey in all of us: Throw something into our cage, and we'll give it every consideration.

Actually, there has been a great amount of knowledge come into use by mankind. The National Education Association says the speed of new knowledge coming into the community of mankind has been quite active. They estimate that the total sum of man's scientific knowledge doubled for the first time in 1750. It doubled again in 1900.

The ocean has always been depicted as an ominous thing, onto which only those of strong courage sailed. This myth must be exploded.

You men will explode that myth . . . that is my prediction.

Tomorrow, and all of the succeeding tomorrows will find new avenues opening up in exploration of the sea.

And I hope the Coast Guard will lead the way. I am sure they can.

You have a great heritage to uphold . . . the history of past commanders goes with you. But as you accept your new commands, remember that duty, honor and country may be the outstanding traits we seek, but understanding is what your fellow man desires.

The esprit you have today will take you through many trying commands.

The great pride of your service will carry through with that unspoken expectation that you must succeed in your task.

I know that in the hours of danger and peril, you all will conduct yourselves with dignity and courage. Your actions are certain to be an inspiration to those who follow.

Ellen Gates probably said it best at the turn of the century when she told her young son, about to set forth on a sea adventure, "Do not stand idly waiting for some greater work to do; fortune is a lazy goddess, she will never come to you.

I think those words probably spell out more meaning to you in the Coast Guard than to any other such similar group. You have your challenge and I know you will face it with desire and eagerness.

Use the past as a guide to future greatness. Never rely on what has gone before as gospel.

Finley Peter Dunne said in 1867 that, "The past always looks better than it was. It's only pleasant because it isn't here."

I want you to know that I speak for all of us at the Department of Transportation when I wish you a fair tide and a smooth sea.

I dislike saying goodbye, but so long, good luck and God speed on your new voyage.

And then doubled again in 1950.

And for the fourth time in 210 years, man's knowledge doubled again in 1960. The pace is not slackening.

Your problem and mine, now is to assemble, collate and make this vast knowledge work for the benefit of mankind and make it usable to everyone.

As a future officer in the Coast Guard, I am optimistic that you will be in on one of the world's greatest explorations, other than space. It will be the exploration of inner space.

Too little is known of the mysteries of the ocean depths.

Too little is known of man's ability to survive in the depths.

The Coast Guard may be asked in the future to carry out assignments which will in every way be as significant to our Nation today as the great race for space.

With 75 percent of the Earth covered by water there are many frontiers left to unmask and tame.

You are on the threshold of a future of investigation and research that I believe has not been equalled in the past.

I personally am proud to be associated with the Department of Transportation and have the Coast Guard as one of our many operating entities. With your skills and expertise of the oceans, the Department covers all forms of transportation, sea, land and air.

Last week our Department statisticians told us that 100 million vehicles are skimming the Nation's highways. The population is mounting daily by 6,000 souls. The future cannot lie on the good earth alone. We must advance our frontiers . . . and the ocean confronts us as a challenge we must meet.

There must be new areas for our increasing population to settle. Last week end was Memorial Day, yet in all of our Memorial Day observances, we have killed nearly as many persons on the highways as in the Viet Nam War.

When 55,000 people are being killed on the Nation's highways annually, there has to be a better way.

One of those ways, I believe, is to get the added dimension of the deep into our philosophy.



# DEPARTMENT OF TRANSPORTATION

# NEWS

118.6

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

48-S-69

REMARKS PREPARED FOR DELIVERY BY WALTER L. MAZAN, ASSISTANT SECRETARY FOR PUBLIC AFFAIRS, U.S. DEPARTMENT OF TRANSPORTATION, BEFORE THE UNIVERSITY OF TENNESSEE SPACE INSTITUTE SYMPOSIUM ON AIR TRANSPORTATION BANQUET, STATLER HILTON INN, NASHVILLE, TENNESSEE, THURSDAY, AUGUST 21, 1969, 6:30 P.M.

Tonight I want to congratulate the University of Tennessee's Space Institute for assembling this group of aviation oriented experts from varied segments of industry and the educational system. I am confident that with this assembled knowledge, the symposium will have highly illuminating and educational comments to make at the conclusion of the symposium on Saturday.

These are exciting times in which we live and work.

This nation has accomplished a great feat for the engineers and the scientists by reaching the moon and returning. But I do fear for the future of moon romanticists and song writers.

I do not see the so-called entry into the space age as a deterrent to the solution of many of our ills here on this planet.

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I believe .... as many do .... that the spin-off of new theories and new principles can be applied to many of the earthly problems we daily seek to solve.

Benjamin Franklin put it best when he said, "The doors of wisdom are never closed."

I might say that we in the Department of Transportation feel very strongly about solving the transportation problems of today with today's methods and using innovative and new technology to guarantee that the future will not bring a repeat of the near chaos we find in our national transport system today.

The value of this symposium was more than adequately outlined in President Nixon's message to the Congress when he presented his legislative package for airport/airways financing in future years. He said, in the tenth year of the jet age, more intercity passenger miles were accounted for by air than by any other mode of common carriage. In 1968, scheduled airlines logged over 150 million passenger trips, triple that of a decade ago; and at the same time, the non-airline aircraft fleet almost doubled and the use of air freight quintupled.

These are facts that cannot be overlooked as we plan for the next decade. These are the facts which brought about this symposium.

These statistics outline a challenge for us tomorrow ... and it is a challenge we must meet today if we expect results tomorrow.

Growth in our air system in this nation must be far more orderly in the next decade ... and I am optimistic about the regional concept and its application to the air and ground traffic jams of today.

Regional transport systems are being studied more and more by the Department of Transportation under the able and energetic guidance of Secretary Volpe. .

It is becoming quite clear that many of our major cities may have reached the saturation point for future expansion of existing facilities. We may now find ourselves in a reverse trend where the law of diminishing return applies to continued building and expansion of some large airports. The concept needs more study and I am certain that when the papers are read on Saturday, this position will be considered.

I cannot permit you to think that the Department of Transportation feels the situation is hopeless nor that our transportation system in this country is beyond repair. Far from it. We believe the system can be improved and most important of all, it must be improved if we are to meet the demands of tomorrow.

The very ease of our transportation here in this country, compared to a century ago, keeps people on the go.

We have concluded that no one single form of transportation can solve all of the nation's transport problems singularly. We can build a transportation system in which each mode performs the task for which is inherently best suited. By wise planning we can ensure that each mode performs well and links efficiently with all the others.

A clear example of the importance of such planning can be seen in the matter of airport access and air congestion.

As you know we have rationed flights at some of the major airports in the country to prevent one grand air jam that it would take days to untangle. Such conditions as we find among many of our airports today will only become more and more intolerable unless we begin now to relieve them.

The Department projects an astonishing 300 percent increase in air travel demand by 1979.

To prepare facilities for this demand, the Bill we now have before Congress asks for the nation to invest \$5 billion over a ten-year period to upgrade instrument landing systems, air traffic control facilities and airports. We feel such a course of action is essential and urgently required if we are to provide the services expected by the American people.

Let it be understood however ... that the problem which we face today did not occur overnight. This matter of congestion at the Nation's airports has been sending out warning signals for some time. It was only when the crunch becomes widespread that the warning signals began to be heeded.

Now we must act ... and the action time is short.

Besides the problems at the Nation's airports we also realize that we must do a better job of providing ground access to airports.

It doesn't take much imagination to visualize a 747 disgorging 350 passengers into an airport at the same time other flights are being serviced and have the baggage system break down, no restaurant facilities available, and most catastrophic of all, find no transportation to center city.

What airports obviously need is more varied and reliable public transportation. In the past, air travel was thought to attract a clientele that wouldn't lower itself to ride on a bus or a train. That theory has been dispelled many times over with programs in operation today.

Now that we have reached the age of mass air travel, public transportation to the airport makes good economic sense. The city of Cleveland has proved that rapid rail lines to the airport will be heavily patronized.

With the new Public Transportation Assistance Act of 1969 which was submitted to Congress just before recess, the Department will be able to meet many more demands of cities such as Cleveland where the airport requires additional public transportation.

We have proposed a \$10 billion program from the general fund extending over a 12 year period which would help to develop and improve public transportation in local communities.

This program will also make it possible for us to continue our present research and development into new and more exotic systems of transportation that will be necessary to meet the population demands of this nation by the year 2000.

Just imagine what the urban plight of this country will be at the turn of the century with one hundred million more people in our cities that we presently have today.

With these figures issuing their warnings today it is evident that we must have a truly balanced system of transportation on the ground to be able to give the public what it needs and wants.

Given a workable funding program, we in the Department of Transportation visualize new and exciting transportation within the next decade.

Many of you are familiar with our experimental high speed trains on the run between Washington and Boston. We use electric trains between Washington and New York and turbine powered trains between New York and Boston. Since the inception of service, the Washington to New York trains have been running 95 percent of capacity and the turbine trains to Boston at slightly more than 75 percent of capacity.

Such experiments as this go a long way to meeting the demand for transportation, but they don't go far enough. We are planning now to automate ticketing, parking, and baggage. New terminals are being planned and the old term of the "customer is always right" may be returning to the transportation business. Service is becoming the by-word instead of the forgotten preference of the passenger.

We have contracts now underway on Tracked Air Cushion Vehicles that will have the capability of carrying large numbers of passengers at speeds in excess of 250 miles per hour. While Secretary Volpe was in France for the Paris Air Show earlier this summer, he made arrangements with the French government to share in the testing of their high speed trains which use the same principle as the TACV's.

Other forms of exotic transportation being researched on contract throughout the country include the principle of "Tube-Flight" where an aerodynamically designed projectile travels through a vacuum tube powered by turbines and carrying upwards of 200 passengers. This project is being studied under contract from the Department at Rensselaer Polytechnic Institute in Troy, New York.

The Gravity Train is another new concept which we expect to look into in greater detail with the aid of funding from the Public Transportation Assistance Act of 1969. Propulsion for this system is the combined use of gravity and pneumatic pressure using tunnels with intermediate stops. This idea may have wide application to the center city and airport transportation problems.

We cannot overlook other forms of ground transportation on the Nation's highways.

The specter of more cars is an everyday reality to the Department. There are 10,000 new cars being added to the Nation's highways daily. We have one-half mile of paved highways for every square mile in the country.

A balanced transportation system will provide greater service and accessibility, but there is no single means of transportation that will break up the American's love affair with their cars.

And the Department does not intend to end that affair, we only want that car to be more useful and more pleasing in the future to the average American family.

With 99.9 million vehicles on the road today, we simply cannot overlook the needs and requirements of the auto driving and auto owning public.

To move traffic faster along our interstate highways, the Bureau of Public Roads is involved in research on an Electronic Route Guidance System for cars.

This unique system can be applied to existing autos and with electronic installations at key points on interstate systems, the auto becomes a black box controlled vehicle. Routing is done automatically when the operator presses the activator button. If the route to be traveled is blocked for some reason, the route guidance system programs your car around the blockage and gives you the minimum and maximum speeds at which travel is safe.

Another experimental program is the "Metrotran 2000" Study funded internally by Cornell Aeronautical Laboratories in which the theory of a "Century Expressway" was advanced.

Such an expressway would permit autos to travel at speeds of 100 miles per hour under radar surveillance and guidance. These highways would be used only on intercity travel, and I might add right here ... only drivers with special licenses and training would be permitted to use the high speed expressways.

These are some of the projects which are being investigated by private sources and the Department. They aren't on the program for tomorrow, we're looking at them today.

The public is asking more of us every day. The public is transportation oriented and they want better service and better conditions on the roads, on the rails and in the air.

Today's desire is tomorrow's demand.

We know we need a "Year 2000" plan for all modes of transportation, but can't wait until then to upgrade what we have now.

We must start now on new plans, new ideas and meet this demand through evolution instead of revolution and crisis.

We cannot wait for the American transport network to break down before we give it the financing it requires and deserves.

The better the transportation system, the more opportunity there is to find and keep a job, to attend the college of one's choice, to shop, to enjoy oneself.

As you work on this symposium, keep in mind that demand and population growth will require that we have twice the transportation system we have today within the next 10 to 13 years.

We are making steady progress in this country. It is not always evident in the headlines of your daily paper but plans are being drafted for a better future.

Groups such as this have immense reserves of influence to help us insure that future.

With your help we can literally and figuratively build a better society for this one great democracy in the world today.

I hope to talk with many of you personally before Saturday and until the papers are submitted for analysis and condensation, I wish everyone a good session and productive meetings.

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# DEPARTMENT OF TRANSPORTATION

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# NEWS

118.9

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

62-S-69

REMARKS PREPARED FOR DELIVERY BY WALTER L. MAZAN, ASSISTANT SECRETARY FOR PUBLIC AFFAIRS, BEFORE THE 47TH ANNUAL MEETING, CONVENTION SESSION, AMERICAN INSTITUTE OF STEEL CONSTRUCTION, BROADMOOR HOTEL, INTERNATIONAL CENTER, COLORADO SPRINGS, COLORADO, WEDNESDAY, SEPTEMBER 24, 1969, 9:30 A.M.

Thank you and Good Morning gentlemen. When John Edmonds first asked me to be with you during your 47th annual convention, I wasn't aware of such magnificent beauty and symmetry projected through steel construction artistry.

I believe it is a tribute to your ingenuity; for in each new bridge, in each new structure, I see a character of its own.

Our country needs more individuality in construction, and thanks should go to you gentlemen for your part in doing away with drabness.

Not only can your industry add brightness and sparkle to general appearances in America, but you can also contribute greatly to transportation requirements in our Nation.

Transportation in our Nation is big business.

Approximately 20% of our gross national product in 1967 went into transportation expenditures of one kind or another.

Some 13 million persons are employed industry-wide throughout our Nation. Total investment in equipment and property amounts to \$139 billion.

Yes, transportation is big business and we're affected by it daily.

Today's employment and investment in transportation facilities are staggering enough ... but predictions for tomorrow are enough to boggle your mind.

Transportation planners say we must triple our present available transportation services by at least three times before 1980 if we expect to keep up with demand.

Translated into terms we all know, highways must be expanded beyond our presently planned 42,500 miles of interstate highway.

Growth in general aviation passengers, along with increase in air carrier passengers, will require expansion of existing airport terminal facilities to approximately 20 million square feet and public vehicle parking areas to about 5.7 million square yards. This will amount to a four fold increase over present facilities.

I might note gentlemen .... a four hundred percent increase is in requirements for passengers alone ... and does not take into consideration a 900 percent expected growth in air cargo traffic by 1980.

Thus more airport facilities for passengers ... and more cargo aprons for freight traffic are absolutely necessities if we are to meet the decade of the Eighties prepared for a transportation crunch in the air.

To meet this expected demand on our present system, the Department of Transportation has sent to Congress Airport/Airways legislation designed to achieve results.

In ten years, our country must build 900 new airports and improve 2,750 others at a cost of \$2.5 billion.

Air traffic facilities must be extended to smaller airports and a program of modernization undertaken with estimated costs of \$2.5 billion.

We plan research and development programs for a ten year period amounting to \$600 million.

To recruit, train and employ air traffic personnel needed to fully man and maintain all required facilities, we must increase our air traffic personnel from 32,000 to 53,000 at a cost of \$8.9 billion.

Total cost for our ten year program is expected to be \$14.5 billion.

Our proposed legislation would obtain a part of this cost by providing increased taxes on commercial air fares, air freight waybills and a hike in taxes on non-commercial aviation fuel.

These three sections of the Bill could recover \$9.4 billion of needed funds for improvement of our airways system making the bite on the Treasury much less severe than if we were attempting to finance our entire program from the general fund. The remaining \$5.36 billion would come from general tax revenues.

Gentlemen, if this legislation is accepted by Congress, new life will be breathed into the airport/airways construction industry. New airports can be planned and built. New concepts in construction can be planned.

Our country and we passengers will be the beneficiaries.

What I have just described deals only with needs in the air.

On the ground we have more problems.

Cities are growing. Populations are shifting.

An example of projected growth in just the medium-size cities would stagger your imagination.

In the decade of the SURGING SEVENTIES Albuquerque is expected to grow by 50%.

El Paso by 42%

West Palm Beach by 60% ...

Jacksonville by 42% ...

And Fort Wayne, Indiana by 30%.

Since the last census was taken in 1960 ... this Nation has grown by 22 million persons.

It is predicted that a giant megalopolis will extend from New England to Florida in the next twenty to thirty years. Also ... another giant populous area will be in the Chicago to Milwaukee region .. in Los Angeles and San Francisco and in the Southwest.

With this mobility of our people comes the demand for efficient economical and convenient transportation.

Without attacking the crisis of tomorrow we find we can go to the moon but it's difficult in many American cities to get downtown and back in any reasonable length of time.

We need more people movers.

To strike now ... while we have time left to plan ... the Department of Transportation is asking Congress for a new \$10 billion Public Transportation Bill extending over a period of 12 years.

This money would be used to expand present systems, build new systems and commence an orderly and programmed series of research and development projects.

We would set aside \$2.5 billion for improving and expanding present systems. Another \$5.5 billion would be used to build major new systems.

For those systems in medium and smaller cities we would set aside \$1.5 billion for retention and improvement.

The research programs would specifically be funded for \$500 million.

President Nixon has listed urban public transportation as among the "top ten" of his current legislative objectives.

With such a balanced program for the expansion of public transportation, I am confident, the construction industry would have an opportunity to participate to a great extent.

In your specific fields ... we are looking at exotic and highly sophisticated systems which will require the use of adequately designed steelwork.

We have recently started experiments to determine the usefulness of a tracked air cushion vehicle which would travel along a single perpendicular T-shaped rail of cement and steel at speeds of up to 300 miles per hour.

In other research projects we are looking at the feasibility of using steel tubes to transport large numbers of people in aerodynamically designed passenger units at high speeds.

Experiments may get underway soon on what is presently called the gravity-train. The concept embodies steel-lined tunnels designed to use gravity as the means of propulsion. Such a project might be applied to the critical area of center city to airport transportation.

With these new ideas and contracts already let for many, we yet must find even newer and more advanced forms of transport to accommodate the population burst that faces us tomorrow.

The airways will be even more crowded.

Cities will be crowded.

Highways will be crowded.

If the 100 million vehicles in this nation were placed bumper to bumper right now ... we would have a massive two lane traffic jam from Maine to Baja, California.

And those vehicles are increasing at the rate of 10,000 cars a day. That's the equivalent of SEVEN new cars on the road every minute.

Who drives them you ask.

We're increasing the population by 6,000 people each day.

Auto and truck sales in this country reached \$27.6 billion last year and highway travel exceeded one trillion miles during 1968.

What do we do with the cars?

It's obvious we aren't going to break up the average American's love affair with his family auto.

We'll need more new highways and more ways to control the traffic and reduce the number of fatalities on the Nation's highways.

Under study at this time are such things as century expressways. These expressways would permit cars to travel at speeds upwards of 100 miles an hour under radar and electronic surveillance.

Special driver licenses would be issued to operators who wanted to use the highway.

Some of the leading automobile manufacturing companies in the country have been looking at this proposal. The concept was originally proposed by Robert Wolf of Cornell Aeronautical Laboratory.

The Bureau of Public Roads recently released a research report on what they call the ELECTRONIC ROUTE GUIDANCE SYSTEM.

This system provides a new concept for guiding motorists. It has been tested successfully on a small scale and is under-going further work at the present time.

The possibilities of this system include guiding vehicles onto freeways that would take into account blockage of highways and thus automatically direct traffic to the best route under the circumstances. The equipment could direct lane shifts, movement over detours and even direct traffic through parking lots and access roads such as the maze of roads and parking aprons at the Pentagon in Washington.

A panel mounted in the car gives a destination code to the driver within 25 milliseconds after the system is activated. As the car passes over the directional loops, the code would change if blockage occurred ahead on the previous programmed route.

Yes, gentlemen, transportation is becoming equally as electronic as our space program.

At present we are using television to scan freeways in several sections of the country and provide control over traffic by switching lane signs above the road and changing speed limits.

In this patchwork of our transportation system, we now are working on high speed trains that can carry passengers at speeds of 150-175 miles an hour over special steel tracks that have been designed to reduce the vibration and sway of the railroad cars.

With the advent of these new high speed trains has come the need for all crossings along the right of way to be closed. This will mean, in the Northeast Corridor for instance, that new bridges will have to be built over the railroad tracks at the crossings marked for closing.

In every project we undertake ... the matter of safety to the user must remain paramount in our planning.

Yes, the shape of the future is both astounding and crisis ridden.

But gentlemen, given an opportunity to attack the needs and requirements of tomorrow, your Department of Transportation under the able leadership of Secretary John Volpe, can meet the challenge.

We are progressing at a breathtaking pace in this Nation.

And such a pace cannot help but create new ills as it dispels old. George Santayana expressed it well when he said ... "To forget the past is to repeat its mistakes."

The opening vistas of new transportation systems promise higher costs, but they also promise continued growth and expansion for this Nation.

Our problems are man-made and we believe man can solve them.

In your industry, I am sure that you gentlemen will do your part.

I promise you that in the Department of Transportation we can expect to meet and surpass the challenge of the next decade.

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**DEPARTMENT OF  
TRANSPORTATION**

Copy # 225

**NEWS**

118.10

**OFFICE OF THE SECRETARY**

**WASHINGTON, D. C. 20590**

62-S-69

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In your specific fields ... we are looking at exotic and highly sophisticated systems which will require the use of adequately designed steelwork.

We have recently started experiments to determine the usefulness of a tracked air cushion vehicle which would travel along a single perpendicular T-shaped rail of cement and steel at speeds of up to 300 miles per hour.

In other research projects we are looking at the feasibility of using steel tubes to transport large numbers of people in aerodynamically designed passenger units at high speeds.

Experiments may get underway soon on what is presently called the gravity-train. The concept embodies steel-lined tunnels designed to use gravity as the means of propulsion. Such a project might be applied to the critical area of center city to airport transportation.

With these new ideas and contracts already let for many, we yet must find even newer and more advanced forms of transport to accomodate the population burst that faces us tomorrow.

The airways will be even more crowded.

Cities will be crowded.

Highways will be crowded.

If the 100 million vehicles in this nation were placed bumper to bumper right now ... we would have a massive two lane traffic jam from Maine to Baja, California.

And those vehicles are increasing at the rate of 10,000 cars a day. That's the equivalent of SEVEN new cars on the road every minute.

Who drives them you ask.

We're increasing the population by 6,000 people each day.

Auto and truck sales in this country reached \$27.6 billion last year and highway travel exceeded one trillion miles during 1968.

What do we do with the cars?

It's obvious we aren't going to break up the average American's love affair with his family auto.

We'll need more new highways and more ways to control the traffic and reduce the number of fatalities on the Nation's highways.

Under study at this time are such things as century expressways. These expressways would permit cars to travel at speeds upwards of 100 miles an hour under radar and electronic surveillance.

Special driver licenses would be issued to operators who wanted to use the highway.

Some of the leading automobile manufacturing companies in the country have been looking at this proposal. The concept was originally proposed by Robert Wolf of Cornell Aeronautical Laboratory.

The Bureau of Public Roads recently released a research report on what they call the ELECTRONIC ROUTE GUIDANCE SYSTEM.

This system provides a new concept for guiding motorists. It has been tested successfully on a small scale and is undergoing further work at the present time.

The possibilities of this system include guiding vehicles onto freeways that would take into account blockage of highways and thus automatically direct traffic to the best route under the circumstances. The equipment could direct lane shifts, movement over detours and even direct traffic through parking lots and access roads such as the maze of roads and parking aprons at the Pentagon in Washington.

A panel mounted in the car gives a destination code to the driver within 25 milliseconds after the system is activated. As the car passes over the directional loops, the code would change if blockage occurred ahead on the previous programmed route.

Yes, gentlemen, transportation is becoming equally as electronic as our space program.

At present we are using television to scan freeways in several sections of the country and provide control over traffic by switching lane signs above the road and changing speed limits.

In this patchwork of our transportation system, we now are working on high speed trains that can carry passengers at speeds of 150-175 miles an hour over special steel tracks that have been designed to reduce the vibration and sway of the railroad cars.

With the advent of these new high speed trains has come the need for all crossings along the right of way to be closed. This will mean, in the Northeast Corridor for instance, that new bridges will have to be built over the railroad tracks at the crossings marked for closing.

In every project we undertake ... the matter of safety to the user must remain paramount in our planning.

Yes, the shape of the future is both astounding and crisis ridden.

But gentlemen, given an opportunity to attack the needs and requirements of tomorrow, your Department of Transportation under the able leadership of Secretary John Volpe, can meet the challenge.

We are progressing at a breathtaking pace in this Nation.

And such a pace cannot help but create new ills as it dispels old. George Santayana expressed it well when he said ... "To forget the past is to repeat its mistakes."

The opening vistas of new transportation systems promise higher costs, but they also promise continued growth and expansion for this Nation.

Our problems are man-made and we believe man can solve them.

In your industry, I am sure that you gentlemen will do your part.

I promise you that in the Department of Transportation we can expect to meet and surpass the challenge of the next decade.

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**DEPARTMENT OF  
TRANSPORTATION**

*help. 111.8*  
**NEWS**

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

111.8

104-S-69

REMARKS PREPARED FOR DELIVERY BY WALTER L. MAZAN  
ASSISTANT SECRETARY FOR PUBLIC AFFAIRS, U. S.  
DEPARTMENT OF TRANSPORTATION, BEFORE FIRST ANNUAL  
CONVENTION, NATIONAL PASSENGER TRAFFIC ASSOCIATION,  
9:30 A. M., GRAND BALLROOM, MAYFLOWER HOTEL,  
WASHINGTON, D. C., NOVEMBER 10, 1969.

Good morning gentlemen and welcome to Washington, D. C.  
Since we all deal in transportation, I trust your personal  
trips here were fast, on time and without unnecessary delays.

I know those of you who work on flight schedules for  
company planes must think we're working against you -- but  
just because we require reservations at five major hub airports  
in the Nation, really doesn't mean that we're trying to keep  
you or your executive planes from using these fields. What  
we're trying to do, as I'm sure you know, is to reduce the  
density so that your operations and those of commercial jets  
can be maintained faster, more efficiently and imminently more  
safely.

You know Albert Gallatin, an associate of Alexander  
Hamilton, first mentioned the need of a Department of Transpor-  
tation in 1805, and I'm certain he didn't envision then ...  
what we have today.

Transportation means different things to different people.

To the poor commuter in a large urban center, transportation is the road to hell paved with good inventions.

To the carrier and shipper, it might be a knot of government red tape that can only be untied by lawyers, tax consultants and lobbyists.

To cities which need better transit systems, it might be a desire named streetcar.

To the air traveler, transportation is the friendly skies full of mellow messages of assurance from the pilot, swift service by stewardesses, slow ticket counters and hundreds of suit cases that look alike.

To you and your organization, transportation probably encompasses many of these areas I have mentioned.

Let me make it abundantly clear this morning gentlemen that transportation is big business. It consumes 20 percent of our Gross National Product and employs 13 percent of the Nation's total number of working persons.

And transportation throughout this Nation must and will get bigger, swifter, more efficient and more economical. Because we need to triple our present capabilities in 13 short years just to keep up with the demand upon your corporations and the demands upon your private corporate air fleets.

The Department of Transportation was formed just a little over two years ago to try and make something out of this giant uncoordinated behemoth we call our national transportation system.

The system we have today actually is a patchwork of different modes and what we really need is a good, overall national transportation policy.

President Nixon recognized this soon after taking office and he has asked your Secretary of Transportation, John A. Volpe, to deliver a national transportation policy to the White House sometime next year.

It has never been done before. But we intend to do it now.

This Nation has been operating for 193 years with no policy geared specifically to transportation.

The President is aware of the cities' needs for more effective transportation of people and goods ... transportation which meets all our human needs, not just a part.

In other fields of government, the President has started new ideas in dealing with old problems. He calls this his "new federalism". Already we have seen reform of the draft; reform of the welfare system; reform of the tax code; revenue reform; postal reform; manpower reform; social security reform; and one of the most important to all of us -- electoral reform.

I didn't mention transportation because the President has included that important area among his top ten goals and desires for this country.

Your Department of Transportation has moved forward to help the President achieve his goal of balanced transportation and a system that will meet everyone's need in this Nation.

We have introduced the Airport/Airways bill which will aid in rebuilding the airport and airways system and provide for more airports and more equipment on the airway system.

We have introduced the Public Transportation Act of 1969 which would give to cities more federal financial attention to meet their urban mass transportation needs.

We have introduced a trade simplification act and asked for legislation to rewrite the railroad safety laws.

The bills I have outlined here were introduced within the last 90 days by this Administration. As of today I can tell you that the Airport/Airways legislation is gaining daily support. As you know, it passed the House last Thursday by a vote of 337 to 6.

I note this particular bill, because those of you from corporations having corporate jets and company planes, stand to benefit more from this bill.

However, those of you who have to plan transportation from the city center to the airport will be happy to hear that the Public Transportation Bill calls for new funds to work out better city to airport transportation means.

With these two bills we don't intend to reduce the attention paid to our Nation's highways either. With more than 100 million registered vehicles on the road today carrying enough seating capacity to take care of the entire population of this Nation as well as most of continental Europe we certainly aren't going to shift the momentum of attachment away from the family car.

What we do hope to do in the near future is to achieve better usage of the Nation's highways and give the motorists more operating room and more parking space when they go to shop. We have several programs which will be helpful in achieving this.

We do not intend to stop building highways because we're adding 10,000 new cars to the roadways each day and it certainly would be foolish to call a halt to road construction.

The highway has become a necessity and will remain so.

For every square mile of land in the United States we have one linear mile of highway.

More highways and more autos mean more business for the hotel and motel business and it means your organization will have to keep up with the increase in new construction of units housing travelers.

More consideration will be given to planning access routes to the Nation's airports. This is an absolute must, because the jumbo jets and the 350 passenger 747 can swamp some of the present day airports.

We are presently considering several different proposals, but I couldn't guarantee you this morning that any will ever be used as the primary solution by the Department. We must look at everything if we are to find the solutions we need.

Secretary Volpe recently said he would consider a flying carpet if the designer could prove the power system to him.

One project under consideration by the Department today for city center to airport is called the gravity train.

This system would use the momentum of gravity to supply speed for an aerodynamically designed vehicle travelling in a tunnel between the city and airport. For instance, here in Washington the gravity concept could be used between the Union Station and Dulles Airport with one intermediate stop.

What we're looking for is mass people movers.

Your Association is made up of men looking for people movers too.

It's the common denominator in transportation ... people moving.

And lurking on the horizon gentlemen, is another transportation advancement that we must all take into consideration in our future planning.

I refer to the Supersonic Transport.

The President has committed this Nation to go ahead with its construction.

Regardless of the opposition you hear about this plane, the concept is sound and the Nation will benefit from its production.

Every new transportation system since this Nation was founded has had its critics and the SST is just the latest.

The first Clipper Ships were opposed by some financial circles and caused the builder of the first ship to go broke.

The Pony Express stayed in business only 18 months, but it contributed to the advancement of the Nation westward and new and better transportation systems came along to take its place.

There were those who said the horseless carriage would "take your breath away" and "man wasn't made to travel 35 miles per hour."

These old wives' tales have been disproven many times over.

We've gone to the moon. We're going deeper into space.

There is no reason why this Nation should not be on a competitive basis with other Nations in the field of aircraft development. We have led for years, but if the SST fails, we are in danger of losing our position in the world.

Losing our position is not only a prestige matter, but it is a matter of cold, hard economics. We can lose foreign business too.

Just a little over a month ago, Secretary Volpe announced the President's decision to go forward with the funding of the SST.

This plane will be capable of carrying 300 passengers at speeds up to 1,800 miles an hour.

I know you gentlemen must be interested in speed, or your individual corporations wouldn't have invested millions in private jet aircraft.

Our Nation has a great future in the air and in space. And we cannot defer to other Nations for our aircraft technological advancement.

That gentlemen in essence is the story of the Supersonic Transport. I hope it will tickle your interest enough to keep track of the developments of this plane as it works its way through Congress.

In other areas where the Department becomes involved with your activities is the structure of fares. As you know, we are not directly responsible for changes of fares because we are not a regulatory agency, but nevertheless we have become more and more apparent at ICC and CAB hearings recently.

We have been active in participating in rate and other cases before the ICC, providing that regulatory agency with the benefit of the Department's economic researches into the overall transportation picture in this country.

You know, Helen of Troy may have launched more ships than Kaiser, but Queen Isabella invented the maritime subsidy. The Department can't be a Helen or an Isabella, but we hope to keep them friends and their transportation operating.

I think your organization is to be congratulated for its enthusiasm in bringing this group together today for your first annual convention.

Until John Ranaghan of Pepsi Company contacted me last week I had no idea of the scope of the corporations represented by this Association.

Your billing of more than one billion dollars annually just in transportation and accommodations throughout the world makes you an Association that will be well recognized in a short period of time.

Although the carriers may know each of you by name and especially what corporation you represent, I am confident that before too many months have passed, this Association will be known throughout the transportation industry.

I know that in the future, all of the projects with which we in the Department of Transportation will be involved should offer more automation and ease of accommodation for the tasks you perform for your companies.

I refer specifically to automation of ticketing and reservation facilities. Even though we have only one such installation planned at the present time, we do hope to offer more such demonstration projects as the funding becomes available.

Our primary target for automated ticketing and reservations is on the Metroliner service between Washington and New York. We plan to build a sub-station at the beltway between Union Station and Baltimore to ease the congestive driving in downtown Washington for those high-speed train users from the suburbs.

The station we are planning will have ample parking facilities and will have automated ticketing and reservation equipment giving the New York or Boston bound traveler almost instantaneous service when he appears to obtain his ticket for the northeastern corridor trip.

You all know as well as I do that when the jumbo jets become a common everyday occurrence, it will be through the use of automated ticketing reservations and baggage handling that the jams of people will be kept from stampeding already overloaded airport facilities.

Color coding for the new 747 promises to speed up the handling of the 350 passengers boarding and deplaning from that aircraft. Others will find themselves in similar situations as the burden of hundreds of people bear down on the ticket counter or the baggage facility.

I know we can handle this increased traffic at the major airports where the jumbo jets will be landing. The airlines are working practically night and day at this moment in an effort to have their employees and facilities ready for the first jumbo jets.

We're working at the Department of Transportation to have federal funding available to make it possible for many of the Nation's airports to expand their facilities and take care of that expected crunch of air passengers we anticipate in the future.

More than 150 million passengers flew the airlines last year and we expect a growth rate this year of 40,000 new passengers daily. Couple this with the production of 14,000 new private aircraft built and sold in 1968 and you get an inkling of why we need the Airport/Airways Bill in a big way.

I think you who daily deal in commercial aviation, ticketing and reservations will see more changes in civil aviation during the next ten years than have occurred in this Nation during the past twenty.

From the Department's point of view, these changes will be aimed at two goals.

One will be to expand the system and reduce congestion. A second will be to improve the system and further enhance the safety of flight.

If our Airport/Airways Bill receives favorable consideration from Congress it will provide some 14 1/2 billion dollars during the next ten years that will help to build 900 new airports and improve 2,750 others.

It will extend air traffic facilities to the smaller airports; accelerate the automation of terminals and centers; produce new research programs and place an additional 21,000 air traffic personnel into the national air system facility.

Gentlemen, your corporations will be the beneficiaries of this improvement.

Your task will be made easier and your corporations will find their planes can get into fields they could not operate from in the past. Your executives will find better scheduling to the important trade centers of this country and the world.

All in all I predict a future with greater business potential and transportation offerings which will give expansion minded companies such as you represent the opportunity to reach out and seek new business.

If I could leave you with anything today that would be worthy of thought it would be the admonishment to keep in touch with the Department of Transportation.

Please do not feel that we have blockaded ourselves from your operation. We can't do the right thing unless we hear from those of you who use the system.

Our major goal at the Department is to make the system fit your needs, but we need your cooperation and help.

Gentlemen, I pledge the Department's help ... and I know that with yours we can succeed in keeping the world's only privately financed transportation system one of the finest in the world.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

111.9

REMARKS PREPARED FOR DELIVERY BY WALTER L. MAZAN,  
ASSISTANT SECRETARY FOR PUBLIC AFFAIRS, U. S.  
DEPARTMENT OF TRANSPORTATION, BEFORE 24TH ANNUAL  
MEETING OF NATIONAL ASSOCIATION OF INDEPENDENT  
INSURERS, CHASE PARK PLAZA HOTEL, ST. LOUIS,  
MISSOURI, 3:00 P. M., TUESDAY, NOVEMBER 18, 1969.

Gentlemen, it is particularly significant to me today to be able to meet and talk with you members of the National Association of Independent Insurers.

The reason I say this is because I think the Department of Transportation and your organization both seek the same goal ... SAFETY ... SAFETY for our Nation's 100 million licensed drivers.

Safety is one of the main projects of the Department of Transportation, not only with automobiles but in the air ... on the sea and more recently -- in railroad safety.

So you see, our interests are directly in line with yours and I believe the goals we seek are similar.

Josh Billings once wrote that self preservation was the first law of nature, but when we look at the statistics of those Americans killed annually, maimed and injured for life you wonder about the law of self preservation.

We're losing 55,000 Americans annually in auto accidents and the property damage and costs to the injured and survivors of the dead amount to a staggering 15 billion dollars every twelve months.

- more -

71-03148 S

It's no wonder we've got a safety complex at the Department.

Transportation won't work if it kills and injures more and more people each year.

At the Department we're interested in protecting you and your customers no matter where you go or how you travel.

Our Airport/Airways bill passed the House of Representatives two weeks ago with the encouraging vote of 337 to 6. This bill establishes a program for the improvement of the U. S. air system. SAFETY is its number one priority.

This bill has drawn so much attention throughout the Nation that I believe it is the first major domestic legislation to clear one branch of Congress.

On the ground, we've submitted a bill which is designed to combat ground congestion -- a proposal, if successful, which will add to the SAFETY of public and private transportation. We have asked Congress for the immediate investment of 3.1 billion dollars in mass transit facilities during the next five years. The overall legislation stretches into a 12 year period with expenditures running at 10 billion dollars.

We expect this bill to have multiple payoffs ... and one is what I just mentioned ... increased safety as people decrease their dependence on autos.

I know you gentlemen in your industry live on the insuring of new and old autos, but I also know that in many of your firms, you give special rates for the safe driver. With 10,000 new autos hitting the streets and highways of this Nation each day, we need more of those safe drivers. That is why, in our overall thinking at the Department, safety plays an important part because of its significant effect upon all citizens.

The Federal Highway Administration has found that during any given half hour period in any given day, three people are killed on the Nation's roads, streets and highways.

We know it's caused by more cars and more travel. Highway travel in the United States last year amounted to one trillion vehicle miles or more than two million round trips to the moon.

We know also that greater use of alcohol is one of the key killers of car drivers and passengers. We find in our studies that chronic alcoholics, who comprise only 4 percent of all U. S. drivers, are a major cause in more than 50 percent of all traffic deaths in which alcohol is a factor.

These statistics come from the Department's study on alcohol and the U. S. driver which was submitted to Congress last year.

Safety deserves ... and has ... priority at the Department of Transportation.

Gentlemen, even though the figures are growing annually, as more and more people lose their lives on the highway, we are making some progress. If the death rate of 16.75 per 100 million vehicle miles we reached in 1934 had continued, we would now be losing 163,000 people each year -- or almost three times what the present death rate is annually.

At this point, you may think we talk a lot at the Department, but action comes slowly.

Actually, we have many programs underway designed to increase safety prospects for all Americans.

We are pressing forward in developing better standards for vehicle stability, lighting, instrumentation and controls. Research will be started on anti-skid devices, car to car approach rate detectors and proximity brakes.

New tire standards will be set for retreads. We will develop a tire quality grading system, so that consumers can compare brands and not be overwhelmed by the profusion of types and grades now on the market. Existing standards for tire performance will be upgraded to require greater endurance, high speed performance, strength and traction.

As for crash injury reduction, we are giving priority to new standards for structural integrity of vehicles. We intend to pursue the air-bag concept to see if it has the promise displayed in earlier tests. If air-bags and absorbent bumpers were installed on cars by 1973, we might save 10,000 lives each year. And one of those lives could be yours or mine or members of our families.

What I have just told you indicates that Secretary Volpe's administration will not settle for slogans on safety. We want results. We intend to get results.

Neither Secretary Volpe nor President Nixon intends to compromise the well-being of the American people. One of the most recent steps taken by the President to stop this carnage on the highways was to create a task force on highway safety.

This is meaningful action.

It is action that follows in the true Nixon tradition. It is action like we have seen during his first 11 months in office. Action like reform of the draft; reform of the welfare system; revenue reform; postal reform; manpower reform; and social security reform. It is a part of this Administration's "New Federalism."

We have the leadership now to attack the domestic woes and problems of this Nation -- and highway safety will rate high in the list of priorities.

Transportation safety must be our challenge for the Seventies.

The safer vehicles of tomorrow, undoubtedly will be designed, built and marketed in Detroit, but the safer drivers will be produced in the local communities across this great Nation of ours.

I am confident that with greater emphasis on safety, your present skyrocketing costs of damage losses can begin to decrease.

I must admit, however, that I was shocked to read the recent testimony of the Association's Vice President and General Counsel Arthur C. Mertz. As you recall, he told the Senate Judiciary Subcommittee on antitrust and monopoly that costs for replacement parts used in auto repairs have risen to spectacular levels.

When a new car lists at \$3,500 but the parts purchased separately for the same car amount to \$7,500, then its time to take stock and take a good hard look at our programs.

We're all after less deaths and fewer accidents in this Nation and although it may take some time to accomplish this goal, I am satisfied that we are on the right track.

All of you gentlemen are familiar with our project studying the auto insurance industry. Although it may not look into the high cost of repairs, I believe you will be surprised at some of the material we eventually report from this study.

The program was initiated by joint resolution of Congress in May 1968 and authorized an expenditure of 2 million dollars for the study. The project must be completed by next May and at last report, much of our preliminary data will be coming into the study group's offices within the next 90 days.

Primarily we have been charged, through the Congressional resolution with determining six important facts:

First -- Examine the cancellation or non-renewal of policies by auto-insurers.

Second -- Look into the cost of insurance protection. The testimony of your Association on replacement costs of vehicle parts undoubtedly will be taken into consideration by our insurance study group.

Third -- We are looking into the "disparity" between the total of premiums paid and the benefits actually received by accident victims.

Fourth -- We are charged with studying the effects of insurance company insolvency on insureds, claimants and creditors.

Fifth -- The study group is investigating reports of delays in the payment of auto insurance claims ... and finally we are looking at the uneven system of State regulation of insurance.

The Bureau of the Census is aiding us in our research into the study of the bodily injured accident victim. Our objective is to determine with some degree of precision and with a high degree of confidence how today's bodily injured auto accident victim fares in terms of compensation for his losses.

To obtain this information we used 15,000 victims whose names were taken from court and police records in 25 primary sampling units across the country. Each of the victims was sent a screening questionnaire and then from this we selected 1,500 of the most seriously injured for follow-up personal home interviews.

Although each of you in your own company has probably done similar studies with your clients, we are attempting to amass this information from records throughout the United States. It is an active and aggressive undertaking which I am sure will provide important and useful information for the insurance industry.

Another of our major data-gathering efforts incorporated in the overall study is a survey of public attitudes toward auto insurance. This facet is being conducted on behalf of the Department of Transportation by the Survey Research Center at the University of Michigan. The survey will cover the attitudes of some 3,000 heads of households across the country. It is being done in two parts -- the first was commenced in late spring and the second in late summer.

Through this survey we hope to obtain a better understanding of the American public's grasp of the present insurance system. We also hope to learn what the public finds good about the system and what it finds bad about our present way of insuring.

Coding of the responses from this particular survey is presently being handled by the University of Michigan and they expect to start their analyses of the material collected sometime next month.

Our survey, as many of you know, is not primarily centered in the Department of Transportation as the one single government agency charged with its completion. The Federal Trade Commission is also collaborating with us in two major areas.

The first concerns the examination of the residual auto insurance market, the companies that serve that market, the basic problem of the availability of insurance, the operation of the assigned risk plan and a consideration of the alternatives to such plans. We hope to have some input into the study group from the FTC before the end of this year.

From what I have outlined here, you can understand that we have commenced a major task which cannot be completed overnight. When we report back to the Congress next year, I believe you will agree with me that the insurance industry will have been researched to a greater degree than at any other time in recent years.

It is for this reason that I say we will probably all learn something from the report and hopefully it will be useful to everyone.

To conduct the study I have just outlined, a separate staff was established within the Office of the Secretary of Transportation. This group reports to Secretary Volpe through the office of Dr. Paul Cherington, our Assistant Secretary for Policy and International Affairs.

In addition, four public advisory committees have been appointed to aid in the study. There is an industry committee, a legal committee, an economic regulation committee and a consumer committee. The study is also supported by a subcommittee of the Casualty Actuarial Society and, on an ad hoc basis, by numerous committees which have been formed for special purposes in such areas as underwriting, commercial vehicle insurance, accident and health matters, rehabilitation and property damage losses.

Yours is a big business. Transportation is a big business.

In 1968 alone, Americans spent 27.6 billion dollars for domestic and imported cars and trucks and used 81 billion gallons of gasoline.

Federal and State treasuries collected 18.9 billion dollars in taxes from cars and trucks.

The predictions are that by 1985 when the population is expected to climb to 265 million -- there may be 144 million vehicles to insure and pay taxes on throughout the country.

Your industry is going to grow. The economy is going to grow. And as everything increases, the common denominator throughout this land is transportation.

We are working in the Department at this time to develop a National Transportation Policy -- something this country has gone without for the past 193 years. Secretary Volpe must have this overall policy to the President sometime next year.

What we have today is a patchwork of many different modes of transportation competing with each other on no standard basis. Even though the system may be a patchwork, I must note that it is the only privately financed transportation system in the world with a total investment of nearly 150 billion dollars in equipment and facilities. It also represents 20 percent of our gross national product each year.

Yes, transportation is big business and that's what makes safety so important in our operations at the Department of Transportation.

Although we may not be able to halt all accidents, we're striving to make them the kind you walk away from. This appears to be a realistic goal and I am sure it's well within the reach of America's engineering brains and financial power.

Safety is an investment in the future of this country. We have made a start in the past two years and this Administration intends to push on toward a safer world of tomorrow with all the resources at our command.

As we head toward that safer future, your industry will benefit and the American public also will benefit.

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C-1  
**DEPARTMENT OF  
TRANSPORTATION**

Dec 12  
**NEWS**

**OFFICE OF THE SECRETARY**

111.10  
**WASHINGTON, D. C. 20590**

126-S-69

REMARKS PREPARED FOR DELIVERY BY WALTER L. MAZAN, ASSISTANT SECRETARY FOR PUBLIC AFFAIRS, U. S. DEPARTMENT OF TRANSPORTATION, TO: WICHITA KIWANIS MEMBERS, RADISSON HOTEL, 12:15 P. M., DECEMBER 12, 1969

Gentlemen, as a Vermonter, you have no idea how much I am enjoying visiting the "Bread Basket" of the Nation and Midway U. S. A.

I had heard that Wichita is called the Peerless Princess of the Plains, and it was only in the last few days that I found the title in Rea Woodman's book of 1948 entitled Wichitana -- 1877 - 1897.

Today I would like to extend to you the warm best wishes of Secretary Volpe, who heads the cabinet post charged with bettering this Nation's transportation system.

Actually -- there is no better place in the country than Wichita to espouse transportation. Here you have the benefit of your aircraft factories contributing nearly 70 percent of all civil aircraft produced in the United States.

I am in Wichita today because of the Cessna Employees Flying Club annual banquet tomorrow night but I certainly appreciate the invitation of your good member Wes Loewen to join you today.

-more-

71-03149 S

As you know, the Department of Transportation is only slightly more than two years old and we're working every minute to coordinate the Nation's transportation system. As Secretary Volpe says: "We are a young Department but we are off and in the running."

We are active in the air, on land and at sea. In the air, the Federal Aviation Administration is our representative. On land, it's the Federal Highway Administration, the Urban Mass Transportation Administration and the Federal Railroad Administration. At sea, we are significantly proud to have the U. S. Coast Guard as a part of our team.

As an aside, I might add that the Coast Guard is the only branch of the Armed Services not within the Department of Defense.

In addition to these agencies we operate the American side of the St. Lawrence Seaway.

And as of last week, Secretary Volpe has taken the National Highway Safety Bureau and made it a special part of the Office of Secretary of Transportation. With its new importance, we will publicize and reiterate that safety is one of the key objectives of the Department.

Our influence goes into many facets of the Nation's daily life. We direct and maintain the airways systems through F. A. A. We help and add research and technological support to city transportation systems.

We will soon be administering railway safety and boating safety if Congress approves measures we now have before them.

But what we do now isn't sufficient to take care of those new Americans who will be joining us in the days ahead.

Our population is growing by 6,000 souls each day. And being in transportation, I cannot help but point out that we are adding 10,000 new cars each day to the highways and streets of this Nation.

As a matter of fact, your status of Midway U. S. A. is certainly highway oriented to a certain degree.

Here in Wichita you connect with the Kansas Turnpike, U. S. 81 and U. S. 54. Interstate 235 also contributes to the ease of operations of motor vehicles around the city. I bring these highways into my discussion today for a specific reason.

Throughout the country there is considerable criticism of our highway planning and our highway building. The States, as you know, determine where highways will be built and then we concur if the State desires a specific route.

Be that as it may, we nevertheless must respect the rights and opinions of others. A businessman may want a new highway but a conservationist might not. Because of this possible disagreement on highway locations we are becoming more and more aware of the sociological aspects of highways and what they mean to communities.

Secretary Volpe established an Office of Transportation Environment and Urban Systems with Assistant Secretary status. This new office is to protect the rights of home owners and urban dwellers. In other words, we're becoming more people oriented.

We have dropped the old highway philosophy of Plan Them -- Plow Them and Pave Them. More and more we're taking into consideration the community needs and what will be best for the public. Not only now, but tomorrow and next year and in the next decade.

Here in Kansas you are proceeding rapidly in your highway programs. As of about thirty days ago, Kansas had improved and opened to traffic a total of 673 miles -- or 82 percent of the 820 mile planned Interstate system.

Comparing this with the U. S. at large, we are only 68 percent along in sections of Interstate open to public travel.

You know of course that we have the authorization to construct some 42,000 miles of Interstate highways across the United States.

For our auto-oriented society the extra mileage is welcome. I might note here that we presently have one linear mile of highway for every square mile of land in the country. No matter what we say or do, it seems that it will be a long time before we break up the American's love affair with his automobile.

Our Federal Highway Administration last week estimated that some \$19 billion would be available from highway funds for State and local governments during calendar year 1970. This is \$1.5 billion more than in 1969.

I would point out the money for highways is made available wholly from federal excise taxes on highway users. Revenues

to the Federal Highway Trust Fund are expected to exceed \$4.9 billion or about 27 percent of all current income in 1970, excluding bond proceeds. State and local vehicle registration fees, motor fuel taxes and other imposts on highway users, plus tolls and parking fees will yield \$9.6 billion or 52 percent of current income.

Although not all road user taxes are used for highways, the amounts of these taxes that are used for highways will account for 79 percent of the 1970 current highway income. Most of the remainder of the money for highways will be provided from property taxes and assessments and from general fund appropriations, largely at the local government level.

Looking at Kansas specifically -- Federal-aid highway obligations by your State totaled about \$52.8 million during the fiscal year 1969. Funds available for obligation during the first half of the fiscal year 1970 total \$27.1 million. Obligations during the period July through October of this year totaled \$5.1 million.

I might say here also the City of Wichita is to be congratulated on its master plan of highways as well as transportation.

Our Urban Mass Transportation Administration has been most interested in your city bus situation. The Department invested more than \$700,000 in 1967 and there is another \$244,000 that will be available when the city completes its overall transportation planning.

Because your bus company and your transportation systems in the city lie in that grey area between Housing and Urban Development and the Department of Transportation, it will take concurrence of both departments to complete your project.

But gentlemen, I want to congratulate the city for its forward looking planners and its city administrators in regard to transportation. What you are doing today, the Nation should have been doing years ago.

This Nation has only a patchwork transportation system operating between the different modes. A few years ago, planning in the transportation field consisted of someone sitting down with a map and a set of pencils and drawing out preferred routes for a road or a railroad or an airline on a map. If the pencils were of different colors that was one level up in the order of sophistication. I think we would all be surprised at how many of our roads, rails and airline routes were laid out in approximately this way.

The results were not always economic and frequently had unfortunate social and environmental impacts; but planning of this sort did get a lot of transportation facilities built, particularly in the intercity area.

But regardless of how it came about, the U. S. transportation system is the world's only privately financed system. It represents about \$150 billion in equipment and property investment and is responsible for one-fifth of our gross national product. Transportation in the U. S. employs 13 percent of the Nation's work force.

So -- gentlemen, we're dealing with a big business and a big problem.

At this time it's perfectly reasonable for you to ask just what the Department of Transportation is doing to unclog and de-congest the Nation's transportation system.

We are planning for tomorrow. Our plans call for better utilization of existing highways. Our plans call for better use of the airways system. Our plans call for new innovations of mass transit in urban areas.

We presently have a bill before Congress called the Public Transportation Act of 1969 which asks Congress to authorize the investment of \$10 billion in our cities and their transportation networks during the next 12 years. As Secretary Volpe has said many times before, this legislation could go far in solving many of our urban social ills. It is legislation that cities such as Wichita have needed and asked for in the past.

Here in Wichita you face several problems that are evident. How will you accommodate new travelers from east to west and how will you transport new workers from the towns surrounding Wichita into the industrial complex as you know it today?

You will be faced with the increased use of your airport as the giant expanded aircraft of tomorrow begin to take their place in the routing and scheduling of today's airlines.

We may be forced into changes that yesterday did not seem to be significant, but tomorrow those changes will be needed. As Winston Churchill once said: "Change is the master key to the answers of tomorrow's problems."

Quoting history isn't my forte -- but another historian once said that "Facts are awfully stubborn" and with what I have outlined for you today, I believe you can understand the problems which face the Department of Transportation.

Going a step farther -- I want to cite some of our undertakings so you won't think we're strictly a philosophical Department and have no drive, no motivation.

Today we are working on the Tracked Air Cushion Vehicle which will move people at the speed of 300 miles per hour. We are also working on a Tracked Air Cushion Vehicle which may one day be used in inter-urban transit.

Today we are working on a satellite recording system which will tell where all aircraft flying in the United States are at a certain time.

Today we have the high speed train project between Washington and Boston which is proving that commuters, travelers and even the doubting Thomases can be brought back to high speed rail transportation.

Today we are cooperating with Britain and France in the Hovercraft and the Aerotrain.

These innovations and plans for tomorrow's transportation will undoubtedly bring new and equally exasperating problems, but I am confident that the Department of Transportation can solve these problems.

Tomorrow means many things to many people. Tomorrow we will have more people, we will have more needs, more desires and more problems.

Today we also have plans for the gravity train -- tube train -- articulated bus -- and just last week we unveiled the Linear Induction Motor which should open up a new horizon for high speed transportation using a low pollutant motor.

This being an aviation city I cannot of course overlook the advent of the giant Boeing 747 or the Supersonic Transport which will soon be coursing our skies.

Transportation will continue to expand and offer new horizons to our public.

In transportation, as Ben Franklin said, we cannot close the doors to wisdom. And we do not intend to do so even though many of our present projects may seem to be outside of today's comprehension.

The SST, for instance, will be an economic stimulant. It will provide new jobs and monetary benefits that we are unaware of today.

But I think the key to the SST in your thinking and my thinking should be what it will provide for this country.

Hopefully, our money will be retained and the SST can be built on schedule.

It isn't a fanciful project, it's something upon which our national prestige rides. The future of swift and immediate shipment of goods and people depend on advancing technology such as the SST.

In closing, I might say that Wichita and Kansas can be better prepared for tomorrow's crunch of air traffic, ground traffic and urban congestion by starting today to plan for the rush on our Nation's transportation system.

The Department of Transportation is in a position to help.

Your Congressman Garner Shriver has been one of our major supporters as have your two U. S. Senators. I wouldn't be remiss at this point, I think, if I should mention that if you are from the southern section of Sedgwick County then we must include Congressman Joe Skubitz among the forward looking and progressive Representatives from this area.

Wichita faces a surging future. The Nation faces the surging seventies. And we approach this era of advancement and change with no national transportation policy.

Gentlemen, let me tell you today that this policy is being drafted within the Department of Transportation and it will be ready for the President early next year. This new policy will take into consideration the great increase of delivery systems rather than haphazard duplication. This new policy will take into consideration the problems which face us now, not fifty years from now. But this policy will not exclude the transportation needs of tomorrow.

This policy will take into consideration that in the next 10 years, air passenger miles will triple, the volume of automobile traffic will increase by 50 percent -- railroad ton miles will be up by 25 percent and trucks will be carrying 50 percent more than they are today.

These trends will continue and that national transportation policy must stay abreast of the change. We cannot fail to prepare for this demand.

Gentlemen, I want to assure you today that the Department of Transportation is preparing for the crunch of tomorrow. But we need your help -- not only as a community, but as businessmen. We need to know your problems and how you think we can best solve them. Don't be reluctant to let us know how we can help your individual operations.

There is no reason why the Peerless Princess of the Plains cannot share in the development for tomorrow. You have the population, you have the industry and you have the desire to expand and grow.

We in the Department want to work more closely with you -- and I am certain you will want to work more closely with us.

Please do not feel that the mileage separation between us should keep us apart. Communication is one method that must not be reduced.

Your problems and your needs are made known to us only through open means of communication. I know it will be kept open.

And gentlemen -- Secretary John Volpe and the Department of Transportation will be ready to add their support as you prepare and plan for the next decade and beyond.

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