DEPARTMENT OF TRANSPORTATION | NEWS

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REMARKS BY DEPUTY UNDER SECRETARY JOHN P. OLSSON DURING NATIONAL ENGINEERS WEEK, TO THE WESTERN ELECTRIC CONFERENCE, GREENSBORO, N.C.
FEBRUARY 23, 1972

"Transportation - A Better Tomorrow Through Technology"

It is a pleasure to be here in Greensboro today and to join you in celebrating National Engineers Week. I must admit, though, that speaking to a group of professional engineers on the subject of technology is a little disconcerting. It makes me feel somewhat like the minister whose morning sermon was about the relationship between fact and faith. "That you are sitting before me in this church is fact," he said. "That I am standing and speaking from this pulpit is also fact. But it is only faith that makes me believe anyone is listening."

The overall subject to which we are all addressing ourselves today is, or course, technology. The focus is on the future, and the role that technology will play in making our future better. But before I talk about the future role of technology - and particularly its role in transportation - I want to look just briefly at technology in the context of the past, and the present.

It has become a popularly accepted idea to say that the changes through which we are now living are comparable to a "second industrial revolution." But many scientists and scholars would contradict that comparison as being too simple. Indeed some suggest that the closest parallel to the present age within human history was the invention of agriculture by the nomadic people of the prehistoric era.

Kenneth Boulding, the eminent economist and sociologist, suggests that our century - the 20th - represents the "Great Median Strip running down the center of human experience." In effect, the world of 1972 is as different from the world of 1900, as that period was from the Roman Empire. We are living in the middle of human history. Roughly almost as much has taken place since the turn-of-the-century as happened in all the centuries before. Alvin Toffler, in his current book Future Shock, puts it another way.

If we divided the past 50,000 years of man's existence into lifetimes of 62 years each, this period could be broken into about 800 lifetimes. Of these 800 lifetimes fully 650 were lived in caves. Only in the past six did masses of people see a printed word, and only in the past four has it been possible to measure time with any precision. The electric motor has been in use for just the two past lifetimes. And now the vast majority of all the material goods which affect our daily lives have been developed within the present - the 800th lifetime.

Startling though this may be when couched in these terms, this phenomenon of change is explainable in one word. Technology. The accelerating power of technology has thrust our world forward at a rate unconceived and unimaginable by even our grandparents.

This acceleration of technology can be illustrated, from my vantage point, by looking at progress in transportation. In 6000 B. C. , the fastest long distance mode of travel available was the camel caravan, whose average speed was 8 mph. In 1600 B. C. with the invention of the chariot, this speed maximum was increased to 20 mph.

So overwhelming was this speed that it was difficult to top. In 1825 - nearly 35 centuries later - the first steam locomotive could muster a speed of only 13 mph. In fact, it was not until the locomotive was vastly improved that men, in the 1880's reached a speed of 100 mph. That is a pretty unimpressive track record.

Yet in 1940, only 60 years later, airborne man had guadrupled his speed to 400 mph. And by the 1960's, men were circling the earth at 18,000 mph, and walking on the moon! Plotted on a graph, the transportation progress line for the past generation would leap vertically off the page!

The technology revaluation is on! And we are in the middle of it - both as participants and as sometimes awed spectators. In reaching the moon, we saw first hand what miracles technology - American technology - is capable of achieving. Now, as we continue to move forward, we must also direct our attention back toward earth. We must strive to direct the full resources of technology toward improving the everyday lives, circumstances, and surroundings of each person in this country.

President Nixon gave special mention to this need in his 1972 State of the Union message. He stated that we must do more "to apply our scientific and technological genius directly to domestic opportunities." The President has already increased the civilian research and development budget by more than 40%, since 1969 and he proposes to increase next year's funding for research and development work by an additional $700 million.

One of the areas to which the President has pointed as requiring an increased R&D effort is transportation. He has committed this Administration to the development of "a safe, fast, pollution-free transportation system" for all Americans. Much of the foundation work to achieve this goal has already been put in place. During the last three years the President has sponsored, and the Congress has passed, four historic pieces of transportation legislation: the Airport/Airways Act, the Urban Mass Transportation Assistance Act, the Act establishing the National Railroad Passenger Corporation (AMTRAK), and the Federal-Aid Highway Act of 1970, which for the first time provides for the use of Federal Highway Trust Funds for safety in addition to the design and construction of roads. With these new programs now underway, and with the greatly increased emphasis on transportation technology, I am confident that much can and will be done to improve our transportation system, and make it an ever better national servant.

In this light, let me turn to the future and discuss national challenges from my perspective in transportation. What some of the problems are, and what can be done.

The first is the challenge of mobility (or the demand for mobility), and particularly mobility as it relates to public transportation. The second is the challenge of the urban system and urban planning (or the lack of it) - a subject which I'm sure my companion on the program, Mr. Ditch, will discuss in more detail later this afternoon.

First let's turn to the challenge of mobility - a subject which Secretary Volpe has termed the "fifth freedom". The basic problem we face today is that our transportation system is not truly a system. Its accumulation of separate modes that have grown up mostly like Topsy and, unfortunately, not in a way which is truly demand responsive. The demand for transportation, whether it be people transportation or goods transportation, is highly peaked at times. It's cyclical in most of the industries. You have problems that range from the movement of people in and out of major metropolitan areas twice a day to the problem of moving crops to market or storage once a year. All of these problems have been aggravated in recent years by financial problems in nearly every mode. The industry as a whole has fallen upon financial hard times at just about the same time that we have begun to run out of capacity in the entire transportation system.

Perhaps the most obvious example of this problem of decline is the state of public transportation. At a time when demand for mobility in our urban areas is increasing substantially, most of our transit companies are going out of business. In the past few years, we have witnessed the phenomenon of transit operators simply walking away from their franchises. When a businessman just walks away from his business there is something deeply sick about the industry. In ten years the transit industry has swung from a $30 million profit in 1960 to a $288 million deficit in 1970. Since 1954, 250 communities have lost their transit systems. At the present time, two-thirds of the residents of our metropolitan areas drive to their jobs -- at a ratio of 1-1/2 persons to two tons of automobile. This type of inefficiency has had all too obvious consequences in terms of highway congestion, pollution, and safety.

Meanwhile, in the midst of this general financial decline, demand for transportation continues to grow. Our forecasts indicate that we must double the capacity of our transportation system by 1990. Since we simply cannot build twice as many highways or double the number of aircraft and trucks, this means that our existing transportation facilities must be made more efficient. This calls for the application of modern technology, and a new order of imagination in planning and engineering.

Most of the transportation industry - with the exception of aviation - has not, for a variety of reasons, advanced the technology of transportation. Yet there is much that can be done just by the application of existing technology to the problems. We might apply existing telecommunications and automatic data processing techniques to the system to make it more demand responsive. Railroads and bus transit systems are two obvious cases where this is badly needed. For example, the average rail car moves loaded only about 7% of the time. Railroads are very capital intensive systems which are used with very low efficiency. There is much that modern technology can do to improve these sorts of problems.

Another example is in the area of transportation safety. I mentioned that the over-crowding of our highways has helped to contribute to an enormous safety problem there. Each year we kill over 50,000 people on our highways; and suffer an economic loss of over $15 billion. Costs of accidents in other modes bring the total to $20 billion a year which the country is paying for safety - or lack of it. This must be stopped. Technology can be used to improve the complete automobile system. An experimental safety vehicle program sponsored by the Department of Transportation is now underway to do just that. Efforts are also being aimed at improving the roads and the drivers. Highways being built today are almost twice as safe as older roads due to new technology of design and construction. The Interstate system is a good example. The fatality rate on Interstate highways (expressed in terms of deaths per hundred million vehicle miles) is approximately half of that on other heavily traveled roads. In fact, for every five miles of Interstate presently open, an average of one fatality will be avoided every year. With the completion of the entire 42,500 mile system, this will mean an annual savings of 8,000 lives. Improved technology is also being applied to our air traffic control systems' equipment to increase the capacity of the air system while, at the same time, making it safer; and to problems of rail safety as well.

In addition to the application of existing technology to present systems there is also the potential for the development of totally new systems. Great strides are now being taken toward the development of new systems - like the TACV (Tracked Air Cushion Vehicle). True to its name, this vehicle would glide over a fixed guideway on a thin cushion of air. In conjunction with development of the TACV, we have a program going to design a linear induction motor to power it. The linear induction motor, as you know, is an old idea which has never been brought up to operational capabilities. We are working toward one with a thrust level of about 3800 pounds to move a TACV about 300 mph.

We are also taking a close look at the concept of magnetic levitation - an area in which German engineers have done a lot of advanced work. Magnetic levitation vehicles are similar to TACV's in that they do not physically touch the guideway over which they operate. But instead of being powered over a cushion of air by the LIM or the like, these vehicles would be moved by magnetic force. We are confident that U. S. technology can develop this concept even further than the Germans.

The PRT (Personalized Rapid Transit) another new type of system - is a series of small, fully automated cars operating over a prepatterned guideway. One PRT, called the "People Mover" is being built for demonstration purposes at Morgantown, W. Va. PRT is a system which appears promising - especially for use in intracity transit. Other advances like the fully automated highway, where the road controls the vehicle instead of the driver, may not be as much in the Buck Rodgers realm as one might think.

Mobility - the ability to move people and goods freely and rapidly where they need to go is a crying national need. It is a challenge which will be met only by government and industry putting our heads and resources together to ensure that the most up-to-date methods and machines available are put to use.

In the remaining few minutes, let me talk about the second area of challenge - our urban systems and the apparent deterioration of our cities. We have been witnessing over the past 40 years a transition from a rural economy and society to a truly urban society. This has entailed the movement of large numbers of people who previously earned their sustenance by working in the agricultural part of our economy. But agricultural technology threw them out of work. That transition is still going on. About three years ago the first tobacco cutting machines were introduced in the Carolinas. This machine, along with other innovations will result in another large migration of rural inhabitants to the major

industrial cities. This is merely the latest episode in a 40 to 50 year period of the displacement of the marginally employed rural population to the cities. But this transition is just about over. And so we are now witnessing the beginning of a new period in which we are coming to maturity as an urban society.

This nation was almost completely unprepared for what's happened in the last forth or fifty years. There was no urban plan. There was little or no planning. But, in fact just as planning is necessary in running a successful business, it's necessary in running a successful municipality.

We can't write our cities off. We must revitalize them and make them desirable and enjoyable places to live. In a country where 80% of the population can be classified as urban, it's ridiculous and unrealistic to consider anything else. So urban planning and the planner must come into their own.

However, it seems that we've almost made it impossible for the planners to do a successful job. In most of our cities, the mayors, the councils, the planners are faced with the problem of multiple jurisdictions. We put separate rings around the central city and each of its adjoining communities and treat them as though they can exist as independent entitites. This is no longer true in the case of the central cities. And now the suburbs have grown to the point that they too must find better ways to coordinate with their adjoining neighbors. There is a definite need for a metropolitan-wide planning activity. This involves not only transportation, but all of the policy decisions regarding the way we govern our municipal governments - in areas such as taxes, zoning, and the like. This recognition of the need for an urban planning mechanism is basic to the evolution of our urban society.

It has been stated by many people that transportation is the chief single hope of improving our urban environment. Unfortunately this is simply not true. There is no way that transportation systems and decisions can be manipulated to get around the many ills that we have in our urban system. Transportation - even with greatly improved technology - will not alone make the cities work. As engineers, you know what I mean when I refer to the urban problem as a systems engineering task. We've got to put all the pieces together.

The urban system is much more than transportation. Transportation is only its circulation system - it carries a city's life blood of people and goods. But just as in a human body, it can only work in concert with other parts that make a city vital: housing, education, cultural amenities, health facilities, and other kinds of city services, like water and sewers.

What is necessary, therefore, is to take the best that we can come up with in transportation technology and work with those people who, we hope in the future, are going to be looking at the overall problem - the "soft" scientists; social scientists, city planners, and civil leaders. We can do great things with transportation provided that it is incorporated into an overall urban plan that provides all the things that people need.

Having said this, however, it is imperative that transportation offer the city planners and soft scientists some new ideas and some up to date systems. Too many people in our cities who don't have access to automobiles (the old, the young, the poor, and the handicapped) as well as city dwellers and suburbanites who prefer not to drive, are being deprived of mobility. They are effectively disenfranchised from this fifth freedom.

Our highway system in the country is the best in the world. It has been in the past, our greatest transportation success story. Now we must write a similar story for other forms of transportation - particularly mass transit - in the years ahead. And in our cities, highways and mass transit must not only coexist, but work together as complements to the goal of urban mobility.

The nation's investment in roads and highways has paid huge economic and transportation dividends. The 42,500 mile Interstate system, now 76% complete, has cut travel time, saved lives, and spurred commerce. And we have not come to the end of the road in highway development and construction, or in the realization of its benefits. Yet the fact remains that the streets of our cities are ill-designed, and even less prepared, to accept the volume or the speed of cars flowing from the Interstates, the freeways, and the suburban expressways.

Actually, the automobile and the city have never been well-mated. Cars in large numbers consume land in quantity, and contribute substantially to pollution. Since the supply of land is limited, the costs of acquiring real estate or using it for the movement and storage of automobiles inevitably goes higher. The commuter pays the price of traffic congestion in terms of lost time and frayed nerves. Pollution controls most certainly will come, but they will just as surely show up in higher auto purchase and maintenance costs. In short, neither the typical automobile nor the modern highway is well designed for city use. Adjusting one to the other has become a painful process.

One obvious solution is to use our streets and highways in a more efficient manner. Carpools help, and commercial and civil incentives which encourage the wider use of carpools are certainly a step in the right direction.

But the best prospect for relieving urban transportation congestion, at least in the near-term, is a broader and wiser use of the city bus. In short, more traffic-ways of the future must be dual-mode.

The bus perhaps comes closest to the flexibility of the private car. As experiments with exclusive bus lanes have demonstrated, this method affords commuters the speed expressways were built to deliver, even in rush hours. Two buses can carry as many passengers as a mile-long line of automobiles travelling at one-third the speed, with perhaps one-twentieth the horsepower.

There is little doubt that the bus can improve the efficiency of existing and future roadways. But before bus travel can make significant inroads on today's traffic problems, several things have to happen.

One: we must preserve urban bus systems before the species become extinct. To date, UMTA capital grants have preserved or stabilized bus transit systems in 60 U. S. cities, purchased or assisted in the purchase of 7,829 new buses, and financed 47 bus garages and service facilities.

Two: there must be a better partnership between the bus and the auto. In addition to the exclusive bus lanes and frequent rush-hour schedules, strategically-placed fringe parking lots can put bus transit in reach of more commuters.

Three: bus routing will have to do a better job of going where the people are. One of the problems is that present-day mass transit systems are geared to serve the central city where growth for the most part has slowed. The suburbs, where growth and development are extensive, are poorly served by the public mode. The suburbs themselves, especially the shopping center complexes, are becoming the scenes of massive traffic jams once seen only in the cities.

Then, fourth, I think it's clear we need better equipment - buses that are clean, quiet, and comfortable; that ride easy and run on time; perhaps even buses customers can call on command. As many of you no doubt know, several new prototpye buses have been built, including a

steam-powered bus - and a whole new family of buses is on the way. The time is coming close when good highways and good buses will make a sensible combination, affording commuters transportation that is faster, cheaper and actually competitive with the comfort and convenience of the car.

Along with the bus, we must also consider the potentials of rail service for meeting a need we are agreed that no single mode can satisfy.

The potential which the rail mode holds for urban transportation is important both to intercity and intracity mobility.

The Northeast Corridor Report, released by the Department last year, was the culmination of a Study done on transportation in the densely populated, urbanized corridor running down the eastern seaboard from Boston to Washington, D. C. (or Richmond, Va.). This Study was significant for its recommendations that rail transportation should contribute greatly to the transportation mix in the Northeast Corridor in the coming years. This stress on the potential of rail travel for future mobility in highly urbanized regions is a radical departure from the commonly accepted belief in the need for more highways and airports. However, one need only look at the success story of the Washington-to-New York Metroliner for proof of the efficiency of a modern, higher speed trains for intercity travel in high density areas.

In addition, rail transit is and will be used for intracity or metropolitan travel as well. There are perhaps a dozen or so U. S. metropolitan areas with sufficient population, and sufficient population densities, to make rail rapid transit systems financially feasible. In response to local initiatives, we are already assisting six cities in the development or expansion of rail transit service. Those cities are Boston, New York, Cleveland, Chicago, San Francisco, and Washington, D. C.

In recent years we have provided financial support, in full or in part, for 1,072 rail rapid transit cars, 885 commuter railroad cars, financed 181 miles of commuter railroad modernization projects, and committed Federal aid for 70 miles of rail rapid track extensions.

Additional Federal assistance for these and other cities will depend on the will of the voters in the communities concerned.

Because of the costs involved, it is our opinion that only a limited number of large cities are likely to propose new rail systems. Baltimore is one which is planning to begin work within the next year or so. And, of course, Atlanta has already voted the local share of funds for a new system for that city. We will continue to support new public systems, bus or rail, as they are proven by development and demonstration, and as they represent the free choice of the people of the cities involved.

There is a third possibility for bettering urban transportation, and that is the development of totally new systems. The "People Mover" which I mentioned earlier, is an example.

Personal rapid transit - like in the Morgantown "People Mover" demonstration will be displayed to the public at the Department's TRANSPO '72 Exposition this Spring. TRANSPO '72 is this country's first international transportation exposition. It will be held at Dulles International Airport from May 27-June 4; and will be an outstanding showcase of new and improved technology for surface, sea, and air transportation.

As will be shown at TRANSPO, the "People Movers" (or PRT's) are essentially pedestrian shuttles, and could replace the car in the downtown business district. By extension, the PRT concept could like also the city with the airport, sports center, shopping complexes, and even suburban parking lots. There are many exciting possibilities for this and other kinds of new systems.

As you can see, we are moving - and moving in the right directions. But it's only the beginning - the first step. Much is still to be begun, and must must be done, to ensure that the tomorrows of our urban society are, in fact, better.

I have mentioned today two challenges which, in my opinion, are crucial ones to the future of this nation, and to transportation. The first one - mobility; moving people and goods efficiently and safely where and when they want to go. It means making our transportation system truly a system that is responsive to the demands which will be made on it. The second is the challenge of our urban systems: planning urban systems in which all parts are integrated into a vital, livable environment.

I would sum this up by saying that the overall challenge of both involves finding ways to live and cope with the complex problems of a maturing urban society. In the context of transportation, this means providing the resources, the talent, and the appropriate mechanisms together to build a clean, safe and efficient transportation system which serves the needs of this changing society. It means reworking some of our traditional relationships - between all levels of government, and between the public and private sectors. It means bringing to bear the full weight of this nation's advanced technological capabilities - both the "hard" ware and the "soft" ware - on the everyday challenge of creating a better life for all.

I hope that all of you - as professionals vitally concerned with the future of this nation, will look for ways to channel your energies and your valuable talent to this great challenge.

Thank you.

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REMARKS BY DEPUTY UNDER SECRETARY JOHN P. OLSSON FOR NATIONAL TRANSPORTATION WEEK, HYATT HOUSE, DES MOINES, IOWA
MAY 15, 1972

As President Nixon has proclaimed, National Transportation Week is a "recognition of the importance of our transportation system to our lives and national defense, and a tribute to the men and women who make possible the movement of people and goods throughout our land and abroad". The cooperation on behalf of private industry, public organizations and local and federal government have built our transportation complex into the most sophisticated in the world.

The way I see it, National Transportation Week is a time to pause, to take stock, and reflect on what the identity of transportation is, where it has come from, where we appear to be going, and above all, where we should be going. Kind of like New Year's Eve.

My able contact here in Des Moines, Chester Good of the Chamber of Commerce, tells me that Des Moines is known as Action Capital of the Midwest. It can surely live up to that reputation with its fine colleges and professional schools and Drake University, its contribution to the publishing world and its 52 insurance companies. [By the way, is there anyway to ensure that this speech will be a success?] It is also the capital of the greatest food producing center in the world. Over 25 percent of Grade A land in the nation is in Iowa. Over 10 percent of all food produced in the United States comes from Iowa.

Because of these interests, transportation plays an important part of Iowa and Des Moines' outreach to the nation. I am pleased to be asked to be with you today, and I'd like to discuss the power, planning, progress and personality of transportation and how it can be demonstrated in Des Moines.

But first, I'd like to point out that part of National Transportation Week is Defense Transportation Day -- Friday, May 19. It highlights that the growth of our total transportation system is vital to our total national security. The President has called for increased efforts for our national security, and I support the President's recent decision on Vietnam wholeheartedly.

We all want this war to end quickly -- and finally. In this latest action, the President has shown that the conditions for stopping the mining of enemy harbors are simple and clear ones that can be achieved without losing honor by surrender.

He has made it clear that the only way to end the war is to deprive the enemy of supplies needed to continue their totally unwarranted invasion. I hope that each of you join me in support of the President.

When President Nixon entered the White House, transportation in America embarked on a new era. The President's objective, Secretary Volpe's foresight and the work of the entire Department of Transportation, with strong local support, is to make transportation a responsive servant of the nation.

The President has shown his confidence in the people of the U. S. to place the decision making at local levels; more of the choice and authority where it really hits home. Government is too big; government has too much red tape; President Nixon's proposals for an entire government reorganization focus on solutions to just these problems.

Secretary Volpe stated not too long ago, "I'm tired to bureaucrats who make dire predictions because they are unable to come up with viable solutions." I think that sums up the attitude of a lot of us.

"Most Americans . . . will not -- and they should not -- continue to tolerate the gap between promise and performance in government," was a message from the President in January of last year. With several new pieces of legislation, continued research and development and daily concern for the nation's safety, environment and capacity, this Administration and Secretary Volpe have endeavored to bridge this gap by giving valid performance on the part of government to help solve the problems which plague the transportation world. There's no question that congestion, pollution, increased freight and shipping rates, and safety hazards to the human welfare, all accompany our awesome progress in transportation.

I think there is not a person here who would dispute the powerful role of transportation in our lives. It is a most vital factor in the welfare and growth of the U. S. Historically, the Federal Government has been involved in it through financial assistance and in regulatory matters. The rapid settlement and economic expansion of America has been, in part, the result of financial assistance provided by government to various modes of transport. Without the ability to move goods and people about cheaply and expeditiously, the growth of industrial civilization in America would have been an impossibility. America was confronted with the challenge of great open spaces (Iowa, a good example) and needed to develop efficient mobility before it could function and prosper. America has become what it is today to a large extent because of its transportation network. During the past twenty years, the U. S. has spent $2.3 trillion moving people and goods around. Last year alone, the figure came to nearly $200 billion, an outlay equivalent to nearly a fifth of the country's GNP and almost as much as the total GNP of Japan. Approximately 17 percent of our total Federal taxes come from transportation sources. Over 13 percent of our total civilian employment is in transportation or transportation-related industries.

The idea for a Department of Transportation actually began back in 1805 with a proposal by Albert Gallatin, President Jefferson's Secretary of the Treasury. The Federal Government, moving with characteristic speed, sprang into action by formally establishing the DOT in 1967. Given the tough job of coordinating transportation in America, I feel it probably took that long to find someone that would actually take it on. We consist of seven operating administrations involved in air, land and marine transportation which develop the plans for balancing all modes of transport.

They are: the Federal Aviation Administration; the Federal Highway Administration; UMTA, or the Urban Mass Transportation Administration, Federal Railroad Administration, the National Highway Traffic Safety Administration, and our two marine-oriented organizations, the proud U. S. Coast Guard and the St. Lawrence Seaway Development Corporation. So you see, we are active in all areas of transportation; we cannot possibly try to promote one mode of transport without consideration of the overall efficiency in every other form of transportation. It's like playing a game of three dimensional chess; the effectiveness of one player depends on all the others, on land, sea and in the air. The more sophisticated, faster forms of transport, like the airplane, would be absolutely impotent unless the auxiliary modes; access roads to airports, ground parking, freight and luggage handling were to fill their unique roles.

I think we have come a long way even in the past three years in "Filling the Needs of a Growing America" -- the theme of National Transportation Week this year.

Progress in the Department's long-range planning has come in some landmark legislation. I'll briefly mention significant progress in all modes: The Airport and Airway Development Act of 1970, which is administered by FAA, was aimed at solving one of our most urgent transportation problems -- increased capacity in our airports and airways to meet our present needs and to accommodate the rapid growth of aviation anticipated for the next decade. The Act established a 10 year $2.5 billion airport grant-in-aid program and also a 10 year investment of $2.5 billion for improved airway facilities.

The Railroad Safety Act provides for the first time a total approach to railroad safety and calls for thorough studies to be made of the grade crossing problems and those problems created by the transportation of hazardous materials.

It is a startling fact that more Americans die in recreational boating than in any other form of transportation except the automobile. The Federal Boat Safety Act of 1971 expands the authority of the Coast Guard to establish and enforce minimum safety standards for boats and boating equipment.

The 1970 Federal Aid Highway Act extended and funded the Interstate program through 1976. This major network is now 3/4 complete. The Act also authorized increased funds for urban highways, thus providing an important monetary stepping stone to meeting the problems of urban congestion.

In 1970 the Urban Mass TransportationAssistance Act was passed, authorizing $10 billion for urban mass transit programs for the next 12 years. This is a marked contrast to previous commitments in Federal funds, which had not exceeded $175 million annually.

Let's take a look at Iowa and how Federal transportation programs have affected all of you here.

Generally speaking, Iowa's transportation profile is considerably better than many other States.

As of January 1, 1972, more than 77 percent of Iowa's Interstate Highway System had already been completed. 17 percent is currently in various stages of construction. Only 6 percent remained in a preliminary status or was not in progress. This system has been financed at a total cost of $505 million, of which $445 million were Federal funds. Additionally, the Interstate projects currently underway represent $88 million of which $79 million will be Federal funds.

Primary, secondary and urban Federal-aid projects totalling more than 12,000 miles have been completed at a cost of $534 million, more than half of which were Federal funds. In truth, then, Iowa's highway development program is in good shape.

Other programs include Mass Transit grants of $1.6 million, Federal Aviation allocations of almost $5 million for airport development, and even the Coast Guard's budget in Iowa exceeds $1 million annually. Thus, our activities are well represented within the State.

Des Moines was 6 railroads and 46 truck lines in addition to the three major airlines serving the community. Because of the emphasis in Iowa on rail and truck lines, I would like to explain two new legislative proposals in these areas, keeping in mind the special services that rail and truck modes perform for Des Moines.

The Department of Transportation has submitted to Congress two legislative proposals designed to update transportation regulation and to provide immediate relief for the nation's railroads.

The measures are the Transportation Regulatory Modernization Act and the Transportation Assistance Act. They are committed to a privately owned and operated surface transportation system. Secretary Volpe has said, "One of our most urgent requirements is the revision and modernization of the complex and increasingly outdated economic regulatory laws and procedures which constrain

all modes of transportation , to some degree, in the prices they charge and the services they provide."

Let me go into more detail on both of these Acts:

Basic to the Transportation Regulatory Modernization Act is the premise that freedom from unnecessary constraints and freedom to rely on and respond quickly to competitive market forces is essential to the resurgence of a vital, privately-owned railroad system. It stands to reason that you can't tie a man's hands and then ask him to compete. Current regulatory practices have severely hampered the entire transportation industry but have more seriously affected the railroads. By holding railroad rates above competitive levels, for example, traffic has been diverted to higher cost modes, costing shippers an estimated $2 billion annually in excessive freight charges on traffic that could have moved as efficiently but more economically by rail. At the other end of the scale, we estimate from an ICC study that 23 percent of rail tonnage moved at below variable cost levels in 1970, thereby costing the railroads some $480 million in unrealized revenue.

Furthermore, despite general rail rate increases totalling 33 percent over the past four years, the financial health of the railroads has actually decline during this period. This proves that merely increasing rates, without some corresponding modernization of the regulatory structure, is not the answer to the problems of the railroads. I might add that it doesn't help the shipper either - since often you end up paying more for absolutely zero improvement in service.

Therefore, we have proposed what in our opinion is a much better cure to the problem.

There are four interrelated proposals in our proposed legislation:

1. The introduction of price competition within a zone of reasonableness in surface transportation;

2. Simplified procedures permitting railroads to expedite abandonment of little used track;

3. Easing of entry for trucks and water carriers; and

4. Withdrawal of antitrust immunity from the actions of rate bureaus except for carriers actually participating in through routes and joint rates.

But, there are other steps we must take and this brings me to our other piece of legislation: the Transportation Assistance Act.

Among the several problems besetting the shipping industry there are three that are most critical:

-- The inability of the carriers in their present condition to secure on reasonable terms an adequate supply of freight cars and other rolling stock.

-- The lack of a modern national system for controlling the distribution and utilization of freight cars.

-- And the continued existence of discriminating and unfair taxes on the property of other surface common carriers by State and local governments.

We estimate that an average of 62,000 new and rebuilt freight cars will be needed annually for replacement purposes. Another 43,000 cars per year will be needed through 1974 to quickly enhance the level of car service and eliminate the deficit that has accrued since the 50's and 60's. Through 1980, then, this comes to a total of approximately 750,000 cars at a cost of $11.1 billion.

Under our plan, we propose Federal insurance of equipment obligations as a support for rolling stock purchases. This will particularly help the weaker carriers, because of high interest rates cannot finance equipment. Therefore, those roads have not contributed their share of cars to the national fleet. Lack of modern, efficient motive power is also a major problem for the weaker roads.

Secondly, we propose a research and development program aimed at the design of a national rolling stock scheduling and control system. Under the present system, cars move freight only 7 percent of the time. The problem is complex. We are talking of controlling 1.8 million cars over a 205,000 mile rail network; a task of giant proportions. Only a coordinated, efficient national system is capable of providing that type of control.

Our bill provides $35 million to develop and demonstrate management systems on three operational levels: (1) terminal or local; (2) individual railroad; and (3) national or interrailroad. To attempt to create a national system without building a strong base at the first two levels would be self-defeating since all three levels are necessary parts of the information system.

Finally, the Transportation Assistance Act would make it unlawful for a State or locality to assess or collect a higher rate of property tax on interstate carriers than on other similarly situated taxpayers. The latest year available, 1968 shows State and local discriminatory taxation cost the railroads $69 million more than if they had been taxed like other commercial interests.

I believe I should give you a reaction to another surface transportation legislative proposal, the Hartke-Adams Bill, also pending in the Congress. First, we believe less rather than more regulation is needed, and suspension of the current agricultural exemption is certainly not in keeping with our thinking. Second, our experience with subsidies, grants, and loans indicates that proposals seeking to provide massive Federal assistance to the industry unaccompanied by modernized regulation, do little to cure the basic illness. I would hope more meaningful relief would be prescribed.

Let me point out that both of our bills will go a long way toward creating an atmosphere in which the railroads can start regaining their strength and doing their job. The Department of Transportation is interested in: a strong privately-owned railroad industry that contributes to better transportation, i.e., better service for shippers and consumers.

Let me now turn to other aspects of transportation to illustrate how we are coping with enigmatic conditions in transportation across the board.

The personality of transportation lies in the individual consideration and protection which affect all of us at large. We can see this aptly in the areas of safety and environment.

Our highways are a crucial area in which safety measures are given more and more attention. The advance design of the Interstate system has improved highway safety to the point that engineers estimate for every five miles of Interstate, a life is saved each year. I'd like to add that 77 percent of the 42,500 mile plan is complete and open to traffic.

Not only do our roads include safety design, but our vehicles, too. Experimental Safety Vehicles, or ESV's, are being developed as prototypes of safe vehicles on a total systems basis; that is, cars to protect occupants in speeds up to 50 mph; yet have good brakes and handling characteristics, good visibility and lighting. We have agreements with eight countries and four major American contractors to develop these prototype designs.

The Alcohol Safety Action Projects, 35 throughout the nation, combine local and federal efforts to keep track of and give proper treatment to drivers that drink. In 50 percent of all automobile crashes, alcohol is a factor. The problem is real. All tolled, we kill 150 persons every 24 hours on the highway.

In addition to our concern for safety, we also need to be certain that transportation is compatible with the environment. Important to the planning role is the authority vested in the Department by Section 4(f) of our enabling legislation which empowers the Secretary to disapprove any project involving Federal funds which requires use of public land from a public park, recreation area, wildlife refuge or historic site unless there is no feasible alternative. Secretary Volpe's decisions to half construction of the Everglades Airport and a superhighway through New Orlean's French Quarter indicate the emphasis on protecting and preserving our environment.

DOT is structured to give the broad overview of transportation as an entity that was impossible when the various modal administrations planned and operated independently. It now has the legislative authority to match its responsibilities. Its funding program is better balanced. It has modern scientific and technological resources to solve old problems and anticipate new demands. It has 10 "pressure points" in its regional offices throughout the States in order to better meet transportation developments locally.

We have with us a resident liaison on all Department activities. Admiral Russell R. Waesche is Secretary Volpe's personal Secretarial Representative for Federal Region VII, serving the central four-state area. The office is in Kansas City and surveys DOT actions in Iowa, Nebraska, Missouri and Kansas. Admiral Waesche is personally aware of how all DOT actions most directly affect this particular region. I would refer you to him without hesitation with the assurance of excellent response.

The Department still faces tremendous challenges; to evolve a transportation system which will need to serve double its present capacity within the next twenty years; to unclog the traffic arteries of our cities, and to do so while reducing pollution and traffic noise, improving safety in all modes, conserving open spaces and other natural resources.

Only with the full cooperation of industry, labor and users of transportation and government can this nation achieve the efficient mobility that is the lifeline of progress. I am certain that I can count on this cooperation here in Des Moines.

Before I conclude, I'll give a slight commercial for TRANSPO '72 -- the first United States International Transportation Exposition, to be held at Dulles Airport May 27 to June 4. It will be a magnificent showcase for many of the technologies being developed to improve land, sea and air transportation.

I have a film which will give you a preview of the exciting things to be seen at the exposition -- and I believe you will be able to enjoy seeing examples of the latest experiments and innovations in transportation.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

46-DOT-72

REMARKS BY DEPUTY UNDER SECRETARY JOHN P. OLSSON BEFORE
THE ROTARY CLUB OF WICHITA, KANSAS ON MAY 15, 1972
AT THE CENTURY PLAZA

As President Nixon has proclaimed, National Transportation Week is a "recognition of the importance of our transportation system to our lives and national defense, and a tribute to the men and women who make possible the movement of people and goods throughout our land and abroad". The cooperation on behalf of private industry, public organizations and local and federal government have built our transportation complex into the most sophisticated in the world. Wichita is an area which produces over 60 percent of the nation's general aircraft, serves as a key link in the central U. S. for commerce, and plays an important part in this transportation complex.

I have been especially looking forward to coming to Wichita for National Transportation Week -- not only because of your current contribution to aviation, but because of the real growth and potential in transportation developments which lie in Wichita. When Secretary Volpe returned from speaking at the Eisenhower Lecture Series at Wichita State University last March, he told me how impressed he was with the new face of your city. Your urban population has increased by almost 10 percent in the last 10 years -- something that few metropolitan areas can claim. And look at this magnificent Century II complex -- an appropriate symbol of the outward expansion of Wichita. This change, in large measure, is due to the collective and individual efforts of you members of Rotary. I am pleased to be asked to be with you today, and I'd like to discuss the power, planning, progress, and personality of transportation and how it can be demonstrated in Wichita.

But first, I'd like to point out that part of National Transportation Week is Defense Transportation Day -- Friday, May 19. It highlights that the growth of our total transportation system is vital to our total national security. The President has called for increased efforts for our national security, and I support the President's recent decision on Vietnam wholeheartedly.

We all want this war to end quickly -- and finally. In this latest action, the President has shown that the conditions for stopping the mining of enemy harbors are simple and clear ones that can be achieved without losing honor by surrender.

He has made it clear that the only way to end the war is to deprive the enemy of supplies needed to continue their totally unwarranted invasion. I hope that each of you join me in support of this action by the President.

If General Dwight David Eisenhower were here today -- a man expert in both military affairs and affairs of state -- I am sure he would endorse these actions and goals.

When President Nixon entered the White House, transportation in America embarked on a new era. The President's objective, Secretary Volpe's foresight and the work of the entire Department of Transportation, with strong local support, is to make transportation a responsive servant of the nation.

President Nixon has shown his confidence in the people of the U. S. to place the decision making at local levels; more of the choice and authority where it really hits home. Government is too big; government has too much red tape; President Nixon's proposals for an entire government reorganization focus on solutions to just these problems.

Secretary Volpe stated not too long ago, "I'm tired of bureaucrats who make dire predictions because they are unable to come up with viable solutions." I think that sums up the attitude of a lot of us.

"Most Americans ... will not -- and they should not -- continue to tolerate the gap between promise and performance in government," was a message from the President in January of last year. With several new pieces of legislation, continued research and development and daily concern for the nation's safety, environment and capacity, this Administration and Secretary Volpe have endeavored to bring the Department of Transportation around to bridging this gap by giving valid performance on the part of government to help solve the problems which plague the transportation world. There's no question that congestion, pollution, increased freight and shipping rates, and safety hazards to the human welfare, all accompany our awesome progress in transportation. In his proclamation for National Transportation Week, the President opened his statement with the question, "How is it that we can send men to the moon, yet we cannot manage our problems of transportation here on earth?"

I think there is not a person here who would dispute the powerful role of transportation in our lives. It is a most vital factor in the welfare and growth of the U. S. Historically, the Federal Government has been involved in it through financial assistance and in regulatory matters. The rapid settlement and economic expansion of America has been, in part, the result of financial assistance provided by government to various modes of transportation. Without the ability to move goods and people about cheaply and expeditiously, the growth of industrial civilization in America would have been an impossibility. America was confronted with the challenge of great open spaces (Kansas a good example) and needed to develop efficient mobility before it could function and prosper. America has become what it is today to a large extent because of its transportation network. During the past twenty years, the U. S. has spent $2.3 trillion moving people and goods around. Last year alone, the figure came to nearly $200 billion, an outlay equivalent to nearly a fifth of the country's GNP and almost as much as the total GNP of Japan. Approximately 17 percent of our total Federal taxes come from transportation sources. Over 13 percent of our total civilian employment is in transportation or transportation-related industries.

Since 1967, just five years ago, the Department of Transportation has had the responsibility in the Federal Government to coordinate every mode of movement into a smooth system. It's a tough job and we haven't been at it for very long. We consist of seven operating administrations involved in air, land and marine transportation which develop the plans for balancing all modes of transport.

Probably most of you are familiar with the activities of the Federal Aviation Administration in Wichita. FAA promotes civil aviation, generally, including R&D and enforcement of safety regulations. It operates the airways and its facilities, as well as administering the federal airport program.

Aviation has made phenomenal advances since its early stages. Some interesting figures I picked up the other day show the progress that aviation has made and how drastically it has changed our way of life. In 1938 it took 16-1/2 hours to fly one way from coast to coast. Now it takes 4-1/2. And, it used to cost $900 round trip instead of the $300 today. Plus the fact, that it is 100 times safer to fly now than it was in 1938. Not only that, but the food is a lot better now, not to mention the movies and stewardesses!

The Airport and Airway Development Act of 1970,which is administered by FAA, was aimed at solving one of our most urgent transportation problems -- increased capacity in our airports and airways to meet our present needs and to accommodate the rapid growth of aviation anticipated for the next decade. The Act established a 10 year $2.5 billion airport grant-in-aid program and also a 10 year investment of $2.5 billion for improved airway facilities. Under the ADAP program, Wichita has received nearly $3 million for Municipal Airport since 1968. My friend, Senator Jim Pearson was an active supporter of the Airport-Airways Act.

Perhaps I should insert at this point that by 1990, all systems of transport will have to double their capacities to meet the anticipated volume of traffic flow. In less than twenty years, we have to take care of twice as much traffic than we have now. Since you here in Wichita are in the middle of aviation growth, let's look at some aviation forecasts: the number of active general aircraft in 1971 was 131,000 -- by 1983 we may have some 212,000. The revenue passenger miles traveled in 1971 was 132 billion. By 1983, it is projected that they will have jumped over 300 percent to 445 billion.

Incidentally, I can give you a rosy forecast concerning general aviation. It is expected to increase some 20 percent in production for 1972 over 1971.

The other administrations under DOT include: the Federal Highway Administration; UMTA, or the Urban Mass Transportation Administration, Federal Railroad Administration, the National Highway Traffic Safety Administration, and our two marine-oriented organizations, the proud U. S. Coast Guard and the St. Lawrence Seaway Development Corporation. So you see, we are active in all areas of transportation; we cannot possibly try to promote one mode of transport without consideration of the overall efficiency in every other form of transportation. It's like playing a game of three dimensional chess; the effectiveness of one player depends on all the others, on land, sea and in the air. The more sophisticated, faster forms of transport, like the airplane, would be absolutely impotent unless the auxiliary modes; access roads to airports, ground parking, freight and luggage handling were to fill their unique roles.

I think we have come a long way even in the past three years in "Filling the Needs of a Growing America" -- the theme of National Transportation Week this year.

Progress in the Department's long-range planning has come in some landmark legislation: I've already mentioned the Airport and Airway Development. Other bills which have become law also worthy of mention are: the Federal Railroad Safety Act, Federal Boat Safety Act, and the Urban Mass Transportation Assistance Act.

The Railroad Safety Act provides for the first time a total approach to railroad safety and calls for thorough studies to be made of the grade crossing problems and those problems created by the transportation of hazardous materials.

It is a startling fact that more Americans die in recreational boating than in any other form of transportation except the automobile. The Federal Boat Safety Act of 1971 expands the authority of the Coast Guard to establish and enforce minimum safety standards for boats and boating equipment.

In 1970 the Urban Mass Transportation Assistance Act was passed, authorizing $10 billion for urban mass transit programs for the next 12 years. This is a marked contrast to previous commitments in Federal funds, which had not exceeded $175 million annually.

I came across an interesting quote recently in Scientific American: "The improvement in city conditions by the general adoption of the motor car can hardly be over estimated. Streets clean, dustless and odorless, with light rubber-tired vehicles moving swiftly and noiselessly over their smooth expanse, would eliminate a greater part of the nervousness, distraction, and strain of modern metropolitan life." I quote from the issue of July, 1899.

Motor vehicles and the highways which have been built for them have opened up job opportunities, cut shipping costs, given us access to recreation and vacation areas, and have tied the nation together in a way that no other system could. But we are aware that highways simply will not provide the answer to long-range problems for our cities. We must adapt to needed changes. As Secretary Volpe has said, "If we are not architects of that change, we will inevitably be its victims."

The Administration is now proposing landmark legislation which would establish a new urban transportation program combining both highways and mass transit into a single Federal grant program. This Single Urban Fund would be available for cities and states to spend at their discretion in the solution of their most pressing surface transportation problems. This program will start off at $1 billion in fiscal year 1974 and increase to $1.85 billion the next year, funded by the Federal Highway Trust Fund. States and local communities would decide whether they needed more highways, or rail rapid transit, exclusive bus lanes, "people movers" or any other transport system. By improving all modes of transportation, in both urban and rural areas, we hope that highways will become less congested and more efficiently used.

All rural highway programs would be consolidated into a Rural Federal-Aid System which is similar to the present primary and secondary road system. Also, this legislation would establish a new Rural General Transportation Fund which would be available for roads off the Federal Aid system and could also be used for such things as bridge replacements, rail-highway grade crossings, and other surface transportation needs in rural areas. This General Transportation Fund would begin with $200 million in FY 1974 and increase to $400 million in FY 1976 and beyond.

What would this mean to Wichita and Kansas? Plenty. Kansas would receive approximately $31 million in 1975 for non-Interstate programs compared to the $25 million currently designated for 1973. This would mean more money and flexibility for surface transportation use. All of these funds could be used for highway construction, if local demand called for it. We in Washington readily

admit that we don't know precisely what will suit the transportation needs of a specific community. Therefore, we feel the best course is to place the initiative and the money in the hands of local authorities to be used to meet their needs as they see them.

I would point out that the Interstate highway program is still planned to be completed under this legislation. Of the 42,500 mile plan, 77% is open to traffic at this time. The advance design of the Interstate system has improved highway safety to the point that highway engineers estimate for every 5 miles of Interstate, a life is saved each year.

The personality of transportation lies in the individual consideration and protection which affect all of us at large. We can see this aptly in the areas of safety and environment.

No doubt you read of Secretary Volpe's visit to Kansas City last month to speak before the National Council on Alcoholism. The Secretary had covered quite completely the hazards of drunken drivers on the road -- the fact that in over 50 percent of all automobile crashes, alcohol was a factor; the fact that in the past 10 years we have killed over 10,000 children under four; the fact that we kill 150 persons every 24 hours due in large part to the drunken driver. He dwelt on our Alcohol Safety Action Projects -- 35 projects nationwide which combine local and federal efforts in keeping track of and giving proper treatment to drivers that drink. At the conclusion of his talk, while driving to the airport, the Secretary's car was forced off the road -- by a drunken driver. You see, the problem can affect all of us. Anyone can be a victim.

Right after I talk with you I will be visiting the ASAP program here in Wichita.

The Experimental Safety Vehicles, or ESV's which are being tested are another way of combating highway death tolls. These prototype vehicles, designed by AMF, Fairchild Hiller, General Motors and Ford, represent the efforts of these contractors to produce a safe vehicle on a total systems basis; to provide a car that protects occupants in speeds up to 50 mph; yet one that has good brakes and handling characteristics, good visibility and lighting. We now have agreements with eight other countries in working to develop safety designs into motor vehicles.

In addition to our concern for safety, we also need to be concerned that transportation is compatible with the environment. Important to the planning role is the authority vested in the Department by Section 4(f) of our enabling legislation which empowers the Secretary to disapprove any project involving Federal funds which requires use of public land from a public park, recreation area, wildlife refuge or historic site unless there is no feasible alternative. Secretary Volpe's decisions to halt construction of the Everglades Airport and a superhighway through New Orlean's French Quarter indicate the emphasis on protecting and preserving our environment.

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Only with the full cooperation of industry, labor and users of transportation and government can this nation achieve the efficient mobility that is the lifeline of progress. I am certain that I can count on this cooperation here in Wichita.

Before I conclude, I'll give a slight commercial for TRANSPO '72 -- the first United States International Transportation Exposition, to be held at Dulles Airport May 27 to June 4. It will be a magnificent showcase for many of the technologies being developed to improve land, sea and air transportation. We hope many of you will be able to attend -- especially since some of the major exhibitors at TRANSPO will include Cessna and Beech, Boeing and Lear.

I have a film which will give you a preview of the exciting things to be seen at the exposition -- and I believe you will be able to enjoy seeing examples of the latest experiments and innovations in transportation.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

47-DOT-72

REMARKS BY DEPUTY UNDER SECRETARY JOHN P. OLSSON FOR NATIONAL TRANSPORTATION WEEK, ANTHONY'S RESTAURANT, OMAHA, NEBRASKA, MAY 16, 1972

As President Nixon has proclaimed, National Transportation Week is a "recognition of the importance of our transportation system to our lives and national defense, and a tribute to the men and women who make possible the movement of people and goods throughout our land and abroad". The cooperation on behalf of private industry, public organizations and local and federal government have built our transportation complex into the most sophisticated in the world.

Sophistication in transportation is not new to Omaha -- you are the fourth largest rail center in the nation; a major shipping port for the Midwest to the St. Lawrence Seaway and the Gulf of Mexico, being served by five barge lines: a point for service by six airlines and located on primary segments

of the Interstate highway system. There is direct single line motor freight service between Omaha and major cities in 44 States.

Omaha is filled with diverse and important activity. It is the world's largest livestock and meat packing center, 15 packing plants are here, and more than $1 billion worth of foodstuffs move from Omaha to the rest of the nation; it is the home of the famous Boys Town; it is Headquarters of the Strategic Air Command. Your unique AK-SAR-BEN Organization is known nationwide for its charity purposes as well as good sport and the insurance industry is significant here, housing some 37 companies. You have some of the most fertile farmland surrounding you, and you are loudly applauded as being friendly and genuine to all who come to you. These are matchless attributes for your good city.

And, by the way, even as a Kansas University graduate, I have to acknowledge the power coming from Nebraska's football team. I also have to admit that I've won a few bets on Nebraska's prowess!

Because of these interests, transportation plays a most important part of Nebraska and Omaha's outreach to the nation. I am pleased to be asked to be with you today, and I'd like to discuss the power, planning, progress and personality of transportation and how it can be demonstrated in Omaha.

But first, I'd like to point out that part of National Transportation Week is Defense Transportation Day -- Friday, May 19. It highlights that the growth of our total transportation system is vital to our total national security. The President has called for increased efforts for our national security, and I support the President's recent decision on Vietnam wholeheartedly.

We all want this war to end quickly -- and finally. In this latest action, the President has shown that the conditions for stopping the mining of enemy harbors are simple and clear ones that can be achieved without losing honor by surrender.

He has made it clear that the only way to end the war is to deprive the enemy of supplies needed to continue their totally unwarranted invasion. I hope that each of you join me in support of the President.

When President Nixon entered the White House, transportation in America embarked on a new era. The President's objective, Secretary Volpe's foresight and the work of the entire Department of Transportation, with strong local support, is to make transportation a responsive servant of the nation.

The President has shown his confidence in the people of the U. S. to place the decision making at local levels; more of the choice and authority where it really hits home. Government is too big; government has too much red tape; President Nixon's proposals for an entire government reorganization focus on solutions to just these problems.

Secretary Volpe stated not too long ago, "I'm tired to bureaucrats who make dire predictions because they are unable to come up with viable solutions." I think that sums up the attitude of a lot of us.

"Most Americans . . . will not -- and they should not -- continue to tolerate the gap between promise and performance in government," was a message from the President in January of last year. With several new pieces of legislation, continued research and development and daily concern for the nation's safety, environment and capacity, this Administration and Secretary Volpe have endeavored to bridge this gap by giving valid performance on the part of government to help solve the problems which plague the transportation world. There's no question that congestion, pollution, increased freight and shipping rates, and safety hazards to the human welfare, all accompany our awesome progress in transportation.

I think there is not a person here who would dispute the powerful role of transportation in our lives. It is a most vital factor in the welfare and growth of the U. S. Historically, the Federal Government has been involved in it through financial assistance and in regulatory matters. The rapid settlement and economic expansion of America has been, in part, the result of financial assistance provided by government to various modes of transport. Without the ability to move goods and people about cheaply and expeditiously, the growth of industrial civilization in America would have been an impossibility. America was confronted with the challenge of great open spaces and needed to develop efficient mobility before it could function and prosper. America has become what it is today to a large extent because of its transportation network. During the past twenty years, the U. S. has spent $2.3 trillion moving people and goods around. Last year alone, the figure came to nearly $200 billion, an outlay equivalent to nearly a fifth of the country's GNP and almost as much as the total GNP of Japan. Approximately 17 percent of our total Federal taxes come from transportation sources. Over 13 percent of our total civilian employment is in transportation or transportation-related industries.

The idea for a Department of Transportation actually began back in 1805 with a proposal by Albert Gallatin, President Jefferson's Secretary of the Treasury. The Federal Government, moving with characteristic speed, sprang into action by formally establishing the DOT in 1967. Given the tough job of coordinating transportation in America, I feel it probably took that long to find someone that would actually take it on. We consist of seven operating administrations involved in air, land and marine transportation which develop the plans for balancing all modes of transport.

They are: the Federal Aviation Administration; the Federal Highway Administration; UMTA, or the Urban Mass Transportation Administration, Federal Railroad Administration, the National Highway Traffic Safety Administration, and our two marine-oriented organizations, the proud U. S. Coast Guard and the St. Lawrence Seaway Development Corporation. So you see, we are active in all areas of transportation; we cannot possibly try to promote one mode of transport without consideration of the overall efficiency in every other form of transportation. It's like playing a game of three dimensional chess; the effectiveness of one player depends on all the others, on land, sea and in the air. The more sophisticated, faster forms of transport, like the airplane, would be absolutely impotent unless the auxiliary modes; access roads to airports, ground parking, freight and luggage handling were to fill their unique roles.

I think we have come a long way even in the past three years in "Filling the Needs of a Growing America" -- the theme of National Transportation Week this year.

Progress in the Department's long-range planning has come in some landmark legislation. I'll briefly mention significant progress in all modes: The Airport and Airway Development Act of 1970, which is administered by FAA, was aimed at solving one of our most urgent transportation problems -- increased capacity in our airports and airways to meet our present needs and to accommodate the rapid growth of aviation anticipated for the next decade. The Act established a 10 year $2.5 billion airport grant-in-aid program and also a 10 year investment of $2.5 billion for improved airway facilities.

The Railroad Safety Act provides for the first time a total approach to railroad safety and calls for thorough studies to be made of the grade crossing problems and those problems created by the transportation of hazardous materials.

It is a startling fact that more Americans die in recreational boating than in any other form of transportation except the automobile. The Federal Boat Safety Act of 1971 expands the authority of the Coast Guard to establish and enforce minimum safety standards for boats and boating equipment.

The 1970 Federal Aid Highway Act extended and funded the Interstate program through 1976. This major network is now 77% complete. The Act also authorized increased funds for urban highways, thus providing an important monetary stepping stone to meeting the problems of urban congestion.

In 1970 the Urban Mass Transportation Assistance Act was passed, authorizing $10 billion for urban mass transit programs for the next 12 years. This is a marked contrast to previous commitments in Federal funds, which had not exceeded $175 million annually.

I came across an interesting quote recently in Scientific American: "The improvement in city conditions by the general adoption of the motor car can hardly be over estimated. Streets clean, dustless and odorless, with light rubber-tired vehicles moving swiftly and noiselessly over their smooth expanse, would eliminate a greater part of the nervousness, distraction, and strain of modern metropolitan life." I quote from the issue of July, 1899.

Motor vehicles and the highways which have been built for them have opened up job opportunities, cut shipping costs, given us access to recreation and vacation areas, and have tied the nation together in a way that no other system could. But we are aware that highways without proper planning for all modes simply will not provide the answer to long-range problems for our cities. We must adapt to needed changes. As Secretary Volpe has said, "If we are not architects of that change, we will inevitably be its victims."

We in Washington readily admit that we don't know precisely what will suit the transportation needs of a specific community. Therefore,we feel the best course is to place the initiative and the money in the hands of local authorities to be used to meet their needs as they see them.

Omaha has already shown its foresight in transportation by the development of the Joint-Use concept in connection with I-480. The extraordinary impact of freeway construction on urban centers has prompted this development. The work of your local government, in conjunction with Federal research and funding has brought this concept to reality in Omaha. I point to Omaha as a prime example of what I mean when I talk of local and federal cooperation, and as of March 31, 433 of the possible 481 miles of Interstate in Nebraska have been completed.

Because Omaha is an important agricultural, rail and shipping center, I would like to explain two new legislative proposals in these areas, keeping in mind the special services that rail and truck modes perform for Omaha.

The Department of Transportation has submitted to Congress two legislative proposals designed to update transportation regulation and to provide immediate relief for the nation's railroads.

The measures are the Transportation Regulatory Modernization Act and the Transportation Assistance Act. They are committed to a privately owned and operated surface transportation system. Secretary Volpe has said, "One of our most urgent requirements is the revision and modernization of the complex and increasingly outdated economic regulatory laws and procedures which constrain

all modes of transportation , to some degree, in the prices they charge and the services they provide."

Let me go into more detail on both of these Acts:

Basic to the Transportation Regulatory Modernization Act is the premise that freedom from unnecessary constraints and freedom to rely on and respond quickly to competitive market forces is essential to the resurgence of a vital, privately-owned railroad system. It stands to reason that you can't tie a man's hands and then ask him to compete. Current regulatory practices have severely hampered the entire transportation industry but have more seriously affected the railroads. By holding railroad rates above competitive levels, for example, traffic has been diverted to higher cost modes, costing shippers an estimated $2 billion annually in excessive freight charges on traffic that could have moved as efficiently but more economically by rail. At the other end of the scale, we estimate from an ICC study that 23 percent of rail tonnage moved at below variable cost levels in 1970, thereby costing the railroads some $480 million in unrealized revenue.

Furthermore, despite general rail rate increases totalling 33 percent over the past four years, the financial health of the railroads has actually decline during this period. This proves that merely increasing rates, without some corresponding modernization of the regulatory structure, is not the answer to the problems of the railroads. I might add that it doesn't help the shipper either - since often you end up paying more for absolutely zero improvement in service.

Therefore, we have proposed what in our opinion is a much better cure to the problem.

There are four interrelated proposals in our proposed legislation:

1. The introduction of price competition within a zone of reasonableness in surface transportation;

2. Simplified procedures permitting railroads to expedite abandonment of little used track;

3. Easing of entry for trucks and water carriers; and

4. Withdrawal of antitrust immunity from the actions of rate bureaus except for carriers actually participating in through routes and joint rates.

But, there are other steps we must take and this brings me to our other piece of legislation: the Transportation Assistance Act.

Among the several problems besetting the shipping industry there are three that are most critical:

-- The inability of the carriers in their present condition to secure on reasonable terms an adequate supply of freight cars and other rolling stock.

-- The lack of a modern national system for controlling the distribution and utilization of freight cars.

-- And the continued existence of discriminating and unfair taxes on the property of other surface common carriers by State and local governments.

We estimate that an average of 62,000 new and rebuilt freight cars will be needed annually for replacement purposes. Another 43,000 cars per year will be needed through 1974 to quickly enhance the level of car service and eliminate the deficit that has accrued since the 50's and 60's. Through 1980, then, this comes to a total of approximately 750,000 cars at a cost of $11.1 billion.

Under our plan, we propose Federal insurance of equipment obligations as a support for rolling stock purchases. This will particularly help the weaker carriers, because of high interest rates cannot finance equipment. Therefore, those roads have not contributed their share of cars to the national fleet. Lack of modern, efficient motive power is also a major problem for the weaker roads.

Secondly, we propose a research and development program aimed at the design of a national rolling stock scheduling and control system. Under the present system, cars move freight only 7 percent of the time. The problem is complex. We are talking of controlling 1.8 million cars over a 205,000 mile rail network; a task of giant proportions. Only a coordinated, efficient national system is capable of providing that type of control.

Our bill provides $35 million to develop and demonstrate management systems on three operational levels: (1) terminal or local; (2) individual railroad; and (3) national or interrailroad. To attempt to create a national system without building a strong base at the first two levels would be self-defeating since all three levels are necessary parts of the information system.

Finally, the Transportation Assistance Act would make it unlawful for a State or locality to assess or collect a higher rate of property tax on interstate carriers than on other similarly situated taxpayers. The latest year available, 1968 shows State and local discriminatory taxation cost the railroads $69 million more than if they had been taxed like other commercial interests.

I believe I should give you a reaction to another surface transportation legislative proposal, the Hartke-Adams Bill, also pending in the Congress. First, we believe less rather than more regulation is needed, and suspension of the current agricultural exemption is certainly not in keeping with our thinking. Second, our experience with subsidies, grants, and loans indicates that proposals seeking to provide massive Federal assistance to the industry unaccompanied by modernized regulation, do little to cure the basic illness. I would hope more meaningful relief would be prescribed.

Let me point out that both of our bills will go a long way toward creating an atmosphere in which the railroads can start regaining their strength and doing their job. The Department of Transportation is interested in: a strong privately-owned railroad industry that contributes to better transportation, i.e., better service for shippers and consumers.

Let me now turn to other aspects of transportation to illustrate how we are coping with enigmatic conditions in transportation across the board.

The personality of transportation lies in the individual consideration and protection which affect all of us at large. We can see this aptly in the areas of safety and environment.

Our highways are a crucial area in which safety measures are given more and more attention. The advance design of the Interstate system has improved highway safety to the point that engineers estimate for every five miles of Interstate, a life is saved each year. I'd like to add that 77 percent of the 42,500 mile plan is complete and open to traffic.

Not only do our roads include safety design, but our vehicles, too. Experimental Safety Vehicles, or ESV's, are being developed as prototypes of safe vehicles on a total systems basis; that is, cars to protect occupants in speeds up to 50 mph; yet have good brakes and handling characteristics, good visibility and lighting. We have agreements with eight countries and four major American contractors to develop these prototype designs.

The Alcohol Safety Action Projects, 35 throughout the nation, combine local and federal efforts to keep track of and give proper treatment to drivers that drink. In 50 percent of all automobile crashes, alcohol is a factor. The problem is real. All tolled, we kill 150 persons every 24 hours on the highway.

In addition to our concern for safety, we also need to be certain that transportation is compatible with the environment. Important to the planning role is the authority vested in the Department by Section 4(f) of our enabling legislation which empowers the Secretary to disapprove any project involving Federal funds which requires use of public land from a public park, recreation area, wildlife refuge or historic site unless there is no feasible alternative. Secretary Volpe's decisions to half construction of the Everglades Airport and a superhighway through New Orlean's French Quarter indicate the emphasis on protecting and preserving our environment.

DOT is structured to give the broad overview of transportation as an entity that was impossible when the various modal administrations planned and operated independently. It now has the legislative authority to match its responsibilities. Its funding program is better balanced. It has modern scientific and technological resources to solve old problems and anticipate new demands. It has 10 "pressure points" in its regional offices throughout the States in order to better meet transportation developments locally.

We have with us a resident liaison on all Department activities. Admiral Russell R. Waesche is Secretary Volpe's personal Secretarial Representative for Federal Region VII, serving the central four-state area. The office is in Kansas City and surveys DOT actions in Iowa, Nebraska, Missouri and Kansas. Admiral Waesche is personally aware of how all DOT actions most directly affect this particular region. I would refer you to him without hesitation with the assurance of excellent response.

The Department still faces tremendous challenges; to evolve a transportation system which will need to serve double its present capacity within the next twenty years; to unclog the traffic arteries of our cities, and to do so while reducing pollution and traffic noise, improving safety in all modes, conserving open spaces and other natural resources.

Only with the full cooperation of industry, labor and users of transportation and government can this nation achieve the efficient mobility that is the lifeline of progress. I am certain that I can count on this cooperation here in Omaha.

Before I conclude, I'll give a slight commercial for TRANSPO '72 -- the first United States International Transportation Exposition, to be held at Dulles Airport May 27 to June 4. It will be a magnificent showcase for many of the technologies being developed to improve land, sea and air transportation.

I have a film which will give you a preview of the exciting things to be seen at the exposition -- and I believe you will be able to enjoy seeing examples of the latest experiments and innovations in transportation.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

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REMARKS BY DEPUTY UNDER SECRETARY JOHN P. OLSSON FOR NATIONAL TRANSPORTATION WEEK, FT. MCPHEARSON OFFICER'S CLUB, ATLANTA, GEORGIA, MAY 19, 1972

As you Atlantans are well aware, your city is something akin to the phoenix bird. The building boom of Atlanta is awesome to everyone who comes here even for a short time. In Atlanta are combined ambition and drive, farsightedness and sophistication, the culture and elegance of one of America's most progressive cities. While still retaining the charm of Scarlett O'Hara, Atlanta leads the South in commerce and industry. Some 1,800 industrial plants manufacture over 3,500 different commodities, including aircraft, automobiles, furniture, textiles, chemicals, food and paper, iron and steel products. You are the most important transportation center in the South. Nearly every Atlantan I meet speaks of how great it is to live here, and I am sure, is a part-time employee of the Chamber of Commerce.

I am delighted to be asked to be with you for National Transportation Week and to be here on National Defense Transportation Day. National Transportation Week could easily be used as an opportunity to laud the achievements of DOT -- which, of course, I to some extent plan to do! However, I view it also as a time to pause, to take stock and reflect on the identity of transportation, where it has come from, where we appear to be going, and above all where we should be going. Kind of like New Year's Eve.

Today, National Transportation Day, highlights the fact that our transportation system is vital to our total national security. And on the foreign affairs side, President Nixon has called for increased efforts to protect our national security, and I support wholeheartedly his recent decision on Vietnam.

We all want this war to end quickly -- and finally. In this latest action, the President has shown that the conditions for stopping the mining of enemy harbors are simple and clear ones that can be achieved without losing honor by surrender.

He has made it clear that the only way to end the war is to deprive the enemy of supplies needed to continue their totally unwarranted invasion. I hope that each of you join me in support of the President.

Now, returning to the domestic area, our projections show that urban America will double in size in the next 40 years, growing as much in that time as all of American urban growth since the landing of the Pilgrims. In that relatively short period, the needs of older cities must be met at the same time that more than 100 million additional persons will be living in the Nation's metropolitan areas. At the same time, our transportation needs will double in the next 20 years. The real question facing governments at every level, private industry, and the public, is not whether adequate provisions can be made for this massive growth, but how these provisions will be made. Certainly, the building and expanding will continue. What is in doubt is the shape and substance of cities and their opportunities, that is, the quality of urban life.

The form and quality of our cities is affected by many factors; local administration, intergovernmental relations, municipal finance, private investment, public facilities, and also to a very great degree by urban transportation. The life of a city depends upon its transportation system. Inefficient transport services increase the costs of local industry and commerce. They rob citizens of time and comfort. They penalize especially the poor, the old and the handicapped. So, since all of you here today are directly involved in these transportation services affecting the present and future life of Atlanta, let us look more closely at this powerful force in our lives.

Historically, the Federal Government has been involved in the transportation of America through financial assistance and in regulatory matters. The rapid settlement and economic expansion of this country has been, in part, the result of our transportation system. The transportation industry last year spent $200 billion, an outlay equivalent to nearly a fifth of the country's GNP, and almost as much as the total GNP of Japan. And, over 13 percent of our total civilian employment is in transportation or transportation-related industries.

The idea for a Department of Transportation actually began back in 1805 with a proposal by Albert Gallatin, President Jefferson's Secretary of the Treasury. The Federal Government, moving with characteristic speed, sprang into action by formally establishing the DOT in 1967. Given the difficult job of coordinating transportation services, I feel it probably took that long to find someone who would actually take it on! We consist of seven operating administrations involved in air, land and marine transportation which develop the plans for balancing all modes of transport. They are: the Federal Aviation Administration; the Federal Highway Administration; UMTA, or the Urban Mass Transportation Administration; Federal Railroad Administration; the National Highway Traffic Safety Administration; and our two marine-oriented organizations, the proud U. S. Coast Guard and the St. Lawrence Seaway Development Corporation. We are active in all areas of transportation; we cannot possibly try to promote one mode of transport without consideration of the overall efficiency in every other mode. It's like playing a game of three dimensional chess; the effectiveness of one player depends on all the others, on land, on sea and in the air. The more sophisticated, faster forms of transport, like the airplane, would be absolutely impotent unless the auxiliary services; access roads to airports, ground parking, freight and luggage handling were to fill their unique roles.

I think we have come a long way even in the past three years in "Filling the Needs of a Growing America" -- the theme of National Transportation Week this year.

The Department's long range planning has resulted in some landmark legislation in all modes. I'd like briefly to mention some that are especially significant:

The Airport and Airway Development Act of 1970, which is administered by the FAA, was aimed at solving one of our most urgent transportation problems -- increased capacity in our airports and airways to meet our present needs and to accommodate the rapid growth of aviation anticipated for the next decade. The Act established a 10-year $2.5 billion airport grant-in-aid program and also a 10-year investment of $2.5 billion for improved airway facilities.

Transportation experts have indicated that, as the nation grows, we will have to at least double our transport capacity within the next 20 years to even maintain our present level of service. In other words, within the next 20 years, we must develop twice the transportation capability that we have accumulated over the past 200 years.

Some interesting figures I picked up the other day show the progress that aviation has made and how drastically it has changed our way of life. In 1938, it took 16-1/2 hours to fly one way from coast to coast. Now it takes 4-1/2. And, it used to cost $900 round trip instead of the $300 today. Plus the fact that it is 100 times safer to fly now than it was in 1938. It is also projected that the number of revenue passenger miles will be 445 billion by 1983 -- an increase of 300 percent from the 132 billion in 1971.

Aviation gains are real and growing ones in Atlanta. Your airport is in the top five in the U. S. and you serve as headquarters of an expanding major airline. To meet this increasing need, you may be interested to know that in the past three years, under the ADAP program, Atlanta has received over $30 million for improvements at both airports, with the bulk, of course, going to Hartsfield. The Hartsfield Tower in Atlanta served as the experimental center for the first automated radar terminal system -- then called "ARTS I", which provided the foundations for the newer "ARTS III" system. This equipment provides radar tracking of transponder equipped aircraft in the terminal area. 36 of the 64 ARTS III systems have been delivered, including the one at Atlanta. Four are now completely operational at other airports and we expect Atlanta to be operational very soon. This will be a major improvement at Hartsfield, which is the number one interchange facility in the country with over 1100 flights in and out daily.

Now let's turn to other key pieces of transportation legislation. It is a startling fact that more Americans die in recreational boating than in any other form of transportation except the automobile. The Federal Boat Safety Act of 1971 expands the authority of the Coast Guard to establish and enforce minimum safety standards for boats and boating equipment. I think you realize how beneficial this is when you consider that there are over 7 million private recreational boats in the nation.

The 1970 Federal-Aid Highway Act extended and funded the Interstate program through 1976. The Act also authorized increased funds for urban highways, thus providing an important monetary steppingstone to meeting the problems of urban congestion. Of the 42,500 mile Interstate system, 77 percent is open to traffic at this time.

President Nixon has said that highways have been our greatest transportation success story. Now we must write a similar success story for urban mass transit.

Motor vehicles, and the highways which have been built for them, have opened up job opportunities, cut shipping costs, given us access to recreation and vacation areas, and have tied the nation together in a way that no other system could. But we are aware that highways simply will not provide the answer to long-range problems for our cities. We must adapt to needed changes. As Secretary Volpe has said, "If we are not architects of change, we will be victims of change."

In 1970 the Urban Mass Transportation Assistance Act was passed authorizing $10 billion for urban mass transit programs for the next 12 years. This is a marked contrast to previous commitments in Federal funds, which had not exceeded $175 million annually. Atlanta has made some tough decisions in confronting the urban mass transit problem. By voting a one percent sales tax in Fulton and Dekalb Counties. As a result you have recently lowered bus fares from 40¢ to 15¢ increasing ridership over 26 percent across the board and 35 percent on weekends.

Meanwhile, the Department recently approved a $30 million grant to MARTA to acquire the Atlanta Transit System and buy 490 new buses.

But the greatest need for the future is for more flexibility in the use of Federal funds for surface transportation. We in Washington readily admit that we don't know precisely what will suit the transportation needs of a specific community. Therefore, we feel the best course is to place the initiative and the money in the hands of local authorities to be used to meet their needs as they see them, particularly in urban transportation.

In line with this, the Administration is now proposing legislation -- the Federal-aid Highway and Mass Transportation Act of 1972 -- which would establish a new urban transportation program, combining both highways and mass transit into a single Federal grant program. This so-called "Single Urban Fund" would be available for cities and States to spend at their discretion in the solution of their most pressing surface transportation problems. The program would start off at $1 billion in fiscal year 1974 and increase to $1.85 billion the next year, funded by the Federal Highway Trust Fund. States and local communities would decide whether they needed more highways, or rail rapid transit, exclusive bus lanes, "people movers" or any other surface transport system. By improving all modes of transportation, we hope that highways will become less congested and more efficiently used.

Now I would like to discuss two other significant proposals which we have submitted to the Congress. Sent as a package both are designed to update transportation regulation and provide immediate and long term financial relief for the nation's railroads. They are committed to a privately owned and operated surface transportation system. I am speaking of the Transportation Regulatory Modernization Act and the Transportation Assistance Act.

Secretary Volpe has said, "One of our most urgent requirements is the revision and modernization of the complex and increasingly outdated economic regulatory laws and procedures which constrain all modes of transportation, to some degree, in the prices they charge and the services they provide."

Current regulatory practices have severely hampered the entire transportation industry, but have more seriously affected the railroads. By holding railroad rates above competitive levels, for example, traffic has been diverted to higher cost modes, costing shippers an estimated $2 billion annually in excessive freight charges on traffic that could have moved as efficiently but more economically by rail. At the other end of the scale, we estimate from an ICC study that 23 percent of rail tonnage moved at below variable cost levels in 1970, thereby costing the railroads some $480 million in unrealized revenue.

Furthermore, despite general rail rate increases totalling 33 percent over the past four years, the financial health of the railroads has actually declined during this period. This proves that merely increasing rates, without some corresponding modernization of the regulatory structure, is not the answer to the problems of the railroads. I might add that it doesn't help the shipper either - since often you end up paying more for absolutely zero improvement in service.

Therefore, we have proposed in the Transportation Regulatory Modernization Act what in our opinion is a much better cure to the problem.

There are four interrelated proposals in our legislation:

1. The introduction of price competition within a zone of reasonableness in surface transportation;

2. Simplified procedures permitting railroads to expedite abandonment of little used track;

3. Easing of entry for trucks and water carriers; and

4. Withdrawal of antitrust immunity from the actions of rate bureaus except for carriers actually participating in through routes and joint rates.

The other half of our package -- the Transportation Assistance Act of 1971 -- seeks to improve the economic health of the industry, under private ownership, at the earliest possible date.

The proposals contained in this Act are designed to address three critical problems facing the railroad industry: (1) the inability to secure on reasonable terms an adequate supply of freight cars and other rolling stock; (2) the lack of a modern national system for controlling the distribution and utilization of freight cars; and (3) the continued existence of discriminating and unfair taxes on the property of railroads and other surface common carriers by State and local governments.

Although demand for rail services will increase in the next decade, there is doubt that the industry can meet the challenge without some near term Federal assistance. Consequently, a Federal Railroad Equipment Obligation Insurance Fund of $3 billion would be established as a revolving fund to ensure the equipment obligations of railroads. The Fund would be administered by the Department of Transportation.

Other provisions of the Act would create an R&D program of $35 million aimed at the design of a national rolling stock scheduling and control system for more efficient use of freight cars. The Act would also set a limit on the property tax rate States or localities could place on interstate carriers.

Adoption of these proposals should make a substantial contribution to moving the railroad industry toward profitable operation and yet would keep to a minimum the involvement of Federal funds and the exercise of Federal control in the direction and operation of our railroad system.

I should also give you our reaction to another surface transportation legislative proposal, the Hartke-Adams Bill, also pending in the Congress. There are some good measures in this bill, which parallel some points in our proposals. For example, the provisions of Hartke-Adams concerning railroad abandonments, are conceptually very similar to our own. Overall, however, we feel that our bill is more complete in this regard and contains better abandonment procedures.

On the other hand, the Hartke-Adams provision which extends regulation over the movement of a number of agricultural commodities, both as to rates and carrier entry, is directly at odds with our policy objective to lessen regulation.

Another Hartke-Adams provision would require the publication of rates on the water carrier transportation of commodities in bulk. Congress has directed the Secretary of Transportation to conduct an extensive study of the transportation of bulk commodities and to report to Congress by this December with recommendations for action. We believe that any decision on this item should be postponed until after this report has been completed.

All in all, we feel that the Hartke-Adams Bill would move toward greater regulation of rates and market entry, rather than less as we are proposing. Let me point out that the Administration's bills will go a long way toward creating an atmosphere in which rail and truck interests can establish a stronger economic base that will enhance competition and provide better service for shippers and consumers.

The Department still faces tremendous challenges; to evolve a transportation system which will need to serve double its present capacity within the next twenty years; to unclog the traffic arteries of our cities, and to do so while reducing pollution and traffic noise, improving safety in all modes, conserving open spaces and other natural resources.

Perhaps the most crucial area which has the total involvement of the entire Department is that of safety.

The senseless slaughter of Americans on highways, has prompted us to attack the problem from three angles: the driver, the vehicle, and the highway.

35 Alcohol Safety Action Projects throughout the nation combine local and Federal efforts to keep track of and give proper treatment to drivers that drink. In 50 percent of all automobile crashes, alcohol is a factor. The problem is real. All tolled, we kill 150 persons every 24 hours on the highway -- due in large part to careless, drunken drivers.

Experimental Safety Vehicles, are being developed as prototypes of safe vehicles on a total systems basis; that is, cars to protect occupants in speeds of up to 50 mph; and with good brakes and handling characteristics, improved visibility and lighting. We have agreements with eight countries and four major American contractors to develop these prototype designs.

And our Interstate Highway system has been designed with safety features in mind to the point that for every five miles of Interstate, a life is saved every year.

The tragedy of automobile fatalities hits home in another way when we realize that 10,000 children under the age of four have been killed in the last ten years. Safety precautions for drivers, cars and roads cannot be overemphasized.

DOT is structured to give the broad overview of transportation as an entity that was impossible when the various modal administrations planned and operated independently. It has ten "pressure points" in its regional offices throughout the United States in order to respond better to local transportation developments.

We have with us a resident liaison on all Department activities. Ted McDowell is Secretary Volpe's personal Secretarial Representative for Federal Region IV, serving the southern eight state area. His office is here in Atlanta and he surveys DOT actions in Kentucky, Tennessee, Mississippi, Alabama, Georgia, North Carolina, South Carolina and Florida. Ted is personally aware of how all DOT actions most directly affect this particular region. I refer you to him without hesitation with the assurance of excellent response.

Before I conclude, I'd like to give a plug for TRANSPO '72, the very first United States International Transportation Exposition, to be held at Dulles Airport, May 27 to June 4. It will be a mangificent showcase for many of the technologies being developed to improve land, sea and air transportation. It will be open for nine days highlighted by spectacular surface and air shows. I urge all of you to come. It will be a most memorable event, serving as a setting for the transportation industry to exhibit and demonstrate its wares to buyers, other sellers and sightseers.

Let me wrap up by making this last point: the future of transportation on all levels will develop as effectively as government and industry, public and private interests cooperate and plan together. Only with this cooperation can this nation achieve the efficient mobility that is the lifeline of progress. I am certain that I can count on this cooperation here in Atlanta.

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