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PITTSBURGH CONFERENCE ON URBAN TRANSPORTATION

PITTSBURGH, PENNSYLVANIA

MONDAY, SEPTEMBER 9, 1974

THANK YOU FOR INVITING ME.

I AM TOLD THAT SOME PEOPLE IN EUROPE HEARD ABOUT MY
NOMINATION OF GOV. ROCKEFELLER AND CONCLUDED THAT WE HAD SOLVED
OUR TRANSPORTATION PROBLEMS. THE EUROPEANS SAID THAT WE NOW HAVE
A COMBINATION OF A FORD --- WHO MAKES AUTOMOBILES --- AND A ROCKEFELLER ---
WHO MAKES GASOLINE.

IN ANY EVENT, YOU ARE INTERNATIONAL AUTHORITIES ON URBAN
TRANSPORTATION. YOU KNOW THAT WE HAVE TOO MANY AUTOMOBILES --- AND *at the wrong place & the wrong*
time!
not enough gasoline at the right place at the right time.
NOT ENOUGH GASOLINE. SO IT IS ~~GOOD~~ *Essential* TO GO AHEAD WITH THIS CONFERENCE.

EVEN THOUGH I AM NOT IN THE TRANSPORTATION BUSINESS, I
AM DEDICATED TO THE REVIVAL OF EFFICIENT TRANSPORTATION IN OUR GREAT
URBAN CENTERS. PITTSBURGH, WHERE WE ARE MEETING, HAS DONE A
PARTICULARLY GOOD JOB.

YOUR THEME -- MARKETING URBAN RENAISSANCE --- IS

APPROPRIATE. ALL OF OUR CITIES ARE OBSERVING THE WORK YOU ARE
DOING HERE.

THE RELATIONSHIP BETWEEN URBAN REGENERATION AND
TRANSPORTATION IS EXTREMELY CLOSE. AMONG OUR MOST PRESSING
URBAN PROBLEMS IS TRANSPORTATION -- ESPECIALLY THE AUTOMOBILE.
FOR THE LAST 25 YEARS, AUTOMOBILES HAVE BEEN THE MOST IMPORTANT
FACTOR IN SHAPING URBAN CENTERS AND EXPANDING SUBURBS.

THERE ARE SOME 100 MILLION AUTOMOBILES ON NEARLY 4

MILLION MILES OF AMERICAN STREETS AND HIGHWAYS. THAT MAKES ONE CAR

✓ FOR EVERY TWO AMERICANS. AND MOST OF THOSE 100 MILLION CARS ARE ^{*in urban centers*}

IN OUR WAY WHEN WE TRY TO DRIVE ^{*downtown.*} SOMEWHERE. ↑

MANY AMERICANS HAVE MOVED TO SUBURBS WHERE THERE IS LESS TRAFFIC. BETTY AND I CAN VOUCH FOR THE RESTFUL SUBURBAN LIFE. WE RAISED OUR FAMILY IN ALEXANDRIA, VIRGINIA, JUST OUTSIDE WASHINGTON. FRANKLY, I MISS IT -- ESPECIALLY MY BACKYARD SWIMMING POOL.

In the last two decades - 7 -

¹ BUT SUBURBAN POPULATION GREW FASTER THAN OUR CENTRAL CITY
POPULATION. AMERICANS BY THE MILLIONS DROVE TO AND FROM WORK.

MOST TOOK TO THE ROAD APPROXIMATELY THE SAME TIME OF DAY AS

EVERYONE ELSE. ^{Frankly} I ADMIRE THE FORTITUDE AND DRIVING SKILL OF AMERICANS
¹

WHO ARE ON TIME WITHOUT POLICE AND SECRET SERVICE ESCORTS.

*May I thank state & local police in Pittsburgh
for their fine courtesy & efficiency.*

I'M SURE EVERYONE HERE HAS BEEN CAUGHT IN RUSH-HOUR TRAFFIC JAMS. I KNOW I HAVE, MANY TIMES -- EVEN WITH THE SECRET SERVICE TO GUIDE ME. SITTING IN BUMPER-TO-BUMPER TRAFFIC HAS BECOME A WAY OF LIFE TO MANY AMERICANS. I REMEMBER WHEN I WAS A CONGRESSMAN, AND ASKED A NEW YORK CITY POLICEMAN THE BEST WAY TO GET TO BROOKLYN. AND HE WAS VERY BLUNT ABOUT IT. "BUDDY," HE SAID, "THE BEST WAY TO GET TO BROOKLYN IS TO BE BORN THERE."

AMERICA MUST HAVE BETTER SOLUTIONS. THAT'S WHAT THIS
CONFERENCE IS ALL ABOUT. SOLUTIONS MUST BE FOUND FOR THE
GROWING PROBLEMS OF CONGESTION AND POLLUTION, CHALLENGES NOW
COMPLICATED BY ENERGY CONSERVATION.

AS A MICHIGANDER WITH THE NAME OF FORD, YOU CAN BE SURE

I'M NOT GOING TO SAY ANY UNKIND THINGS ABOUT AUTOMOBILES. BUT

it is self evident that

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EXCESSIVE USE OF CARS IN DENSE URBAN AREAS INCREASES POLLUTION

LEVELS \ CAUSES JAMMED TRAFFIC \ MASSIVE HEADACHES AND THE BUMPER-TO-

BUMPER TIE-UPS BURN TOO MUCH SCARCE AND EXPENSIVE FUEL.

known

LAST WINTER'S ENERGY CRISIS DROVE HOME A MESSAGE:

↑

WE MUST MAKE MAJOR PROGRESS IN IMPROVING URBAN TRANSIT. WE MUST

of coordinated

MOVE PROMPTLY. WELL-PLANNED ACTION IS ESSENTIAL.

at the local level

PRIORITIES MUST BE CAREFULLY LAID OUT. IF THERE IS TO

↑

BE A "RENAISSANCE" OF URBAN TRANSPORTATION, THAT RENAISSANCE MUST

BE BUILT ON SOLID CONCEPTS.

WE MUST ADDRESS OURSELVES TO THE HIGH PRIORITY NEED FOR

ACTION TO HALT THE DECLINE WHICH HAS DEVELOPED OVER THE PAST DECADE

or traditional
IN EXISTING URBAN TRANSIT SYSTEMS.

1

Fortunately
PROGRESS IS BEING MADE. THE APPROXIMATELY 750 SEPARATE

CAPITAL GRANTS -- TOTALLING MORE THAN \$3 BILLION SINCE 1970 --

WHICH THE FEDERAL URBAN MASS TRANSPORTATION ADMINISTRATION MADE TO

OUR CITIES ^{*to*} BUY BUSES AND ^{*to*} ADD URBAN AND COMMUTER RAIL SYSTEMS

HAS CERTAINLY HELPED. MASS TRANSIT RIDERSHIP IN THE U.S. THIS

YEAR HAS RISEN ABOVE LAST YEAR'S LEVEL -- THE FIRST TIME SUCH AN

INCREASE HAS TAKEN PLACE SINCE THE END OF WORLD WAR II.

OUR NATION HAS TO DEVELOP URBAN TRANSIT SYSTEMS THAT
PEOPLE WANT TO USE. UNTIL WE DEVELOP SYSTEMS THAT OFFER THE
CONVENIENCE, COMFORT AND RELIABILITY EXPECTED FROM OUR CARS,
TRANSIT SERVICE WILL CONTINUE TO BE UNDER-USED.

THAT'S WHY I BELIEVE THIS CONFERENCE, WITH ITS ACCENT ON
"TRANSIT MARKETING," IS RIGHT ON TARGET.

for a variety of reasons

MOST AMERICANS HAVE SIMPLY NOT BOUGHT THE CONCEPT OF
↑

PUBLIC TRANSIT. UNLIKE THE APPEALING AND HEAVILY-USED MASS

TRANSIT OF CITIES LIKE LONDON, PARIS, MONTREAL, MUNICH AND MOSCOW,

PUBLIC TRANSPORTATION HERE IS CONSIDERED BY MOST AMERICANS AS A

PAINFUL LAST-RESORT.

LET US TAKE A LEAF FROM THE BOOK OF THE AUTOMOTIVE
INDUSTRY. WE MUST COMPETE WITH THE AUTOMAKERS IN THE EFFECTIVE
PROMOTION OF PRODUCTS, IN THEIR IMAGINATION, ENTERPRISE AND MARKETING
SKILLS. THERE IS NO GROUP OF MEN AND WOMEN BETTER QUALIFIED TO
CARRY OUT THAT MISSION THAN YOU HERE TODAY. *But, I do not
minimize your challenge.*

AS WE MOVE TO IMPROVE OUR TRANSIT SYSTEMS, WE MUST NOT LOSE SIGHT OF ONE IMPORTANT FACT: THE AUTOMOBILE IS AND WILL CONTINUE TO BE OUR CHIEF TRANSPORTATION VEHICLE. THE AUTOMOBILE FITS AMERICA'S TRADITIONAL LIFE-STYLE. NO MATTER HOW PLUSH THE BUS, NO MATTER HOW COMFORTABLE THE TRAIN, AMERICANS WILL STILL DRIVE THEIR CARS. AUTOMOBILES WILL BE WITH US FOR A LONG TIME TO COME. WHAT WE MUST DO IS TO LEARN HOW BEST TO LIVE WITH THEM ON THE URBAN SCENE.

WE MUST DEVELOP PLANNING PROCEDURES, TRANSIT PROGRAMS
AND POLICIES THAT ARE SUFFICIENTLY FLEXIBLE TO MATCH THE DIVERSITY
OF OUR CITIES. THERE IS NO ONE "BEST" TRANSIT SOLUTION THAT WILL
FIT ALL CITIES. SOME ARE BETTER SUITED FOR BUS SYSTEMS, OTHERS FOR
SUBWAYS, FIXED GUIDEWAY SYSTEMS OR FOR COMBINATIONS OF SERVICES.
AND IN DEVELOPING THESE SYSTEMS, LONG-TERM CONSIDERATIONS REQUIRE
THAT TRANSPORTATION AND LAND-USE PLANNING BE CLOSELY COORDINATED.
THIS, OF COURSE, CAN ONLY BE DONE LOCALLY.

THERE IS A LEGITIMATE AND MAJOR ROLE TO BE PLAYED BY
THE FEDERAL GOVERNMENT IN ASSISTING URBAN TRANSIT SYSTEMS. BUT
THAT ROLE MUST BE CARRIED OUT IN PARTNERSHIP WITH STATES AND
LOCALITIES.

*altho under the new
Better Communities legislation
local planning + decision
making is controlling.*

WE WILL HELP WITH URBAN PLANNING AND WITH TRANSIT

1

TECHNOLOGY DEVELOPMENT. YET IT SHOULD BE CLEARLY UNDERSTOOD THAT

THE CHIEF OBJECTIVE OF DEPARTMENT OF TRANSPORTATION GRANT PROGRAMS

IS TO HELP CITIES SOLVE THEIR TRANSPORTATION PROBLEMS. IT IS NOT

TO RESTRUCTURE AND REBUILD CITIES.

FEDERAL ASSISTANCE MUST BE PRIMARILY DIRECTED AT FINDING
COST-EFFICIENT SOLUTIONS TO THE PROBLEM OF MOVING PEOPLE. IT MUST
ONLY SECONDARILY BE VIEWED AS A MEANS TO STIMULATE URBAN-AREA
ECONOMIC GROWTH OR TO INCREASE CENTRAL CITY DENSITY. FEDERAL
TAXPAYERS JUST CAN'T AFFORD TO PAY FOR THE WHOLE PACKAGE. I WON'T
ASK THEM TO DO SO.

WASHINGTON WILL HELP WITH FUNDING, BUT THAT FUNDING SIMPLY
MUST HAVE REALISTIC RESTRAINTS. THIS IS ESPECIALLY TRUE AS THE
CONGRESS AND THE WHITE HOUSE JOIN AS INFLATION FIGHTERS IN A POLICY
OF FISCAL RESPONSIBILITY. INVESTMENTS IN LOCAL MASS TRANSIT
SYSTEMS MUST HAVE REASONABLE COST-BENEFIT RELATIONSHIPS. THE HOUSE-
PASSED FEDERAL MASS TRANSPORTATION ACT OF 1974 PROPOSES \$11 BILLION,
SPREAD OVER SIX YEARS, AN ABSOLUTE UPPER LIMIT DOLLAR AMOUNT.

In addition

1 I HAVE A PROBLEM WITH THE PROGRAM STRUCTURE IN THE HOUSE
BILL AND ITS TREATMENT OF FEDERAL OPERATING ASSISTANCE FOR PUBLIC
TRANSIT.

A COMMITTEE OF THE SENATE WILL BE CONSIDERING A TRANSIT
BILL WHOSE PROGRAM STRUCTURE IS SIMILIAR TO THE ADMINISTRATION'S
TRANSIT PROPOSAL. I AM CONFIDENT THAT THIS PROBLEM CAN BE OVERCOME^{*or conflict*}
1 *The House - Senate conference.*

I HAVE OPPOSED TRANSIT OPERATING SUBSIDIES IN THE PAST
BECAUSE OF MY STRONG BELIEF THAT SUCH A PROGRAM WOULD LEAD THE
FEDERAL GOVERNMENT INTO LOCAL ^{day to day} TRANSIT OPERATING MATTERS. ALSO, I
HAVE LEARNED FROM MY EXPERIENCE WITH OTHER FEDERAL CATEGORICAL
GRANT PROGRAMS FOR OPERATING EXPENSES, THAT THESE FUNDS OFTEN
DO NOT RESULT IN BETTER AND MORE SERVICE. INSTEAD THEY SIMPLY
RESULT IN GREATER COSTS AND LESS EFFICIENCY.

IT IS MY CONCLUSION THAT OUR CURRENT INFLEXIBLE URBAN
MASS TRANSIT GRANT PROGRAM ENCOURAGES STATES AND CITIES TO ADOPT
CAPITAL-INTENSIVE SOLUTIONS, SUCH AS SUBWAYS, AS A RESPONSE TO
THEIR TRANSPORTATION PROBLEMS. *as a compromise from my own previous convictions*
ACCORDINGLY, I AM SUPPORTING
SOME LIMITED FEDERAL OPERATING ASSISTANCE SUCH AS THE PROPOSAL
SUBMITTED TO CONGRESS LAST FEBRUARY BY THE ADMINISTRATION. THIS
WILL ALLOW A LIMITED PORTION OF FEDERAL URBAN TRANSIT FUNDS TO BE
USED FOR OPERATING EXPENSES AS AN INTEGRAL PART OF A COMPREHENSIVE
TRANSIT PROGRAM AND AS A RESULT OF DECISIONS BY LOCAL AND STATE OFFICIALS.

THE KEY HERE IS THAT FEDERAL OFFICIALS ARE NOT INVOLVED
IN THE CAPITAL-OPERATING TRADE-OFF; LOCAL OFFICIALS MAKE THAT
DECISION. ALTHOUGH THE OPERATING ASSISTANCE PROVISIONS OF THE
HOUSE BILL DO NOT MEET THESE STANDARDS, THE SENATE WILL HAVE A
CHANCE TO CORRECT THIS DEFICIENCY.

I AM CONVINCED THAT WITH ENOUGH IMAGINATION, WITH
ENOUGH DETERMINATION, AND WITH A VERY CAREFUL ORDERING OF OUR
PRIORITIES, WE CAN ACHIEVE OUR NATIONAL TRANSPORTATION GOALS. AND
I AM DETERMINED THAT WE DO SO WITHOUT FURTHER FEEDING THE FIRES
OF INFLATION BY BUSTING THE FEDERAL BUDGET.

LET ME LEAVE YOU WITH THIS THOUGHT:

FROM THE EARLY DAYS OF THIS NATION, WE HAVE BEEN A MOBILE
PEOPLE. WE CARVED CANALS OUT OF THE COUNTRYSIDE TO CARRY ON
COMMERCE. WE JOURNEYED WEST FOLLOWING THE ONLY ROAD MAPS WE
KNEW -- THE WAGON RUTS OF THOSE WHO HAD GONE BEFORE.

TODAY, WITH MODERN METHODS OF MOVEMENT, WE HAVE ACHIEVED
MIRACLES OF MOBILITY. BUT WE HAVE TO MAINTAIN AND EXPAND THE
AVENUES OF MOVEMENT FOR ALL AMERICANS. THE WHEELS OF THIS NATION
CANNOT STOP TURNING -- WHETHER THEY ARE ON CARS OR TRUCKS OR BUSES
OR TRAINS OR PLANES.

AS AMERICANS, WE MUST MOVE TOGETHER INTO THE FUTURE. WITH
YOUR DEDICATED AND INSPIRED EFFORTS HERE THIS WEEK, YOU CAN MAKE
THIS JOURNEY MEMORABLE.

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