



City of Cambridge

45.

IN CITY COUNCIL

September 11, 1995

COUNCILLOR TOOMEY
COUNCILLOR BORN
COUNCILLOR DUEHAY
COUNCILLOR GALLUCCIO
COUNCILLOR MYERS
MAYOR REEVES
VICE MAYOR RUSSELL
COUNCILLOR SULLIVAN
COUNCILLOR TRIANTAFILLOU

WHEREAS: It has come to the attention of this City Council that on September 22, 1995, **The Volpe National Transportation Systems Center (The Volpe Center)** will officially celebrate its twenty-fifth anniversary; and

WHEREAS: The Volpe Center began as the NASA Electronics Research Center (ERC) in 1965; and

WHEREAS: In 1970, through the efforts of former Governor of Massachusetts, John A. Volpe, who was U.S. Secretary of Transportation and those of the Massachusetts Congressional delegation, when severe budget cuts at NASA threatened closure of ERC and the loss of hundreds of jobs, ERC was converted into a transportation systems and research center for the Department of Transportation; and

WHEREAS: Over its 25 year history, the Volpe Center has anticipated and responded to transportation challenges of national significance in the areas of infrastructure modernization, helping government to be "smart buyers", maximizing capacity and efficiency; environmental protection and remediation, transportation security and safety; and policy support and analysis; and

WHEREAS: The Volpe Center has become recognized nationally for the application of its expertise and the deployment of technology to address critical transportation problems, and locally as a good neighbor and corporate citizen for its extensive volunteer educational outreach program; now therefore be it

RESOLVED: That this City Council go on record extending its heartiest congratulations to the employees of **The John A. Volpe National Transportation System Center** on the occasion of its Twenty Fifth Anniversary observance to be held on September 22, 1995.

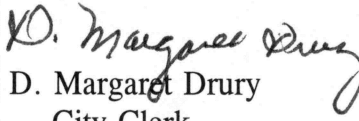
In City Council September 11, 1995

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-


D. Margaret Drury
City Clerk

Add ~~State~~ all
news

45
9/11

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Whereas: The Volpe Center began as the NASA Electronics Research Center ^(ERC) in 1965; and

Whereas: Through the efforts of former Governor of Massachusetts John A. Volpe, who was US Secretary of Transportation, and those of the Massachusetts Congressional delegation, when severe budget cuts at NASA threatened the loss of hundreds of jobs, ^{closure of ERC} the ERC was converted into a transportation systems and research center for the Department of Transportation; and

Whereas: Over its 25 year history the Center has anticipated and responded to transportation challenges of national significance in the areas of infrastructure modernization; helping government to be "smart buyers;" maximizing capacity and efficiency; environmental protection and remediation; transportation security and safety;

and policy support and analysis; and

Whereas: The Volpe Center has become recognized nationally for the application of its expertise and the deployment of technology to address critical transportation problems, and locally as a good neighbor and corporate citizen for its extensive volunteer educational outreach program; now therefore be it

Resolved: That this City

DEPARTMENT OF TRANSPORTATION
VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER



PHONE # (617)494-2222

FAX # (617)494-3731

DATE:

9/20/95

DATAFAX #:

LEAD + 5 PAGES

FROM:

Wynn C. Motter
OFFICE OF THE DIRECTOR, DTS-1

TO:

Vice Major Sheila Russell

MESSAGE:

Wade forward to seeing you
on Friday

Wynn

"Massachusetts' Best Kept Secret"

As a national resource of research and expertise, the Volpe National Transportation Systems Center develops integrated systems approaches to critical transportation challenges, particularly those that cut across all modes of transportation. During its 25 year history, the Volpe Center has anticipated and responded to transportation challenges of national significance in the following ways:

- Infrastructure modernization
- Environmental protection and remediation
- Helping government to be "smart buyers"
- Transportation safety and security
- Maximizing transportation capacity and efficiency
- Policy support and analysis

The Center operates under the guidance of the Secretary of Transportation and the Administrator of the Department's Research and Special Programs Administration. Unlike other government agencies, the Center is not a "line item" in the federal budget. Rather, the Center is funded entirely by its customers, which include the Department of Transportation as well as other government departments and agencies. In turn, the Center contracts out two-thirds of its work to the private sector.

- The Center's staff is comprised of over 500 federal employees, 550 on-site and 650 off-site contractors. Employees include engineers, scientists, economists, program and operations research analysts, statisticians, mathematicians, and support personnel.
- In FY94 much of the Volpe Center's \$217 million in business went directly into work performed within Massachusetts. The Center's expenditures include competitive award contracts to private companies, research and consulting firms, universities, and small businesses, as well as salaries and benefits of federal employees.
- The Center is one of the 75 largest employers in the Commonwealth of Massachusetts and one of the fifteenth largest overall employers in the City of Cambridge. Among federal employers in the Commonwealth, the Volpe Center ranks fifth largest.
- Considered a hub of transportation expertise, the Volpe Center attracts 10,000 out-of-state and 40,000 greater-Boston visitors annually. These visitors to the Center generate over \$2 million in revenues for the local economy.
- The Volpe Center makes a difference in the community through the Volpe TEAM Effort (Tutoring, Educating, and Mentoring). This program includes tutoring and mentoring of Cambridge students at Rindge and Latin High School and the Kennedy Elementary School, tutoring adults in the evening at the Center in English as a second language, and mentoring "stay-in-school" students, worker-trainees, and college co-ops employed by the Center.

The Volpe National Transportation Systems Center

55 Broadway, Kendall Square, Cambridge, MA 02142-1093

For further information, contact Lynn C. Murray at (617) 494-2224, fax (617) 494-3731.

E-Mail: MurrayL@Volpe1.DOT.GOV

TWENTY FIVE YEARS OF PUTTING IDEAS INTO MOTION

This September, the Volpe National Transportation Systems Center (Volpe Center) will officially celebrate its twenty-fifth anniversary. With the recent release of the movie "Apollo 13", it brings to mind the origins of the Center.

The NASA Electronics Research Center (ERC) was founded in 1965 and later became the genesis for the Volpe Center. Located in the Cambridge, Massachusetts, the ERC in the latter part of 1969 moved from leased space to a newly constructed six building campus located nearby. Shortly after the move took place, the employees were called into the auditorium and informed that the ERC would be closing in six months due to severe budget cuts at NASA. This meant the potential loss of hundreds of jobs.

Fortunately, the former Governor of Massachusetts John A. Volpe was at that time the U.S. Secretary of Transportation. As a result of his efforts and those of the Massachusetts Congressional delegation, ERC was converted into a transportation systems and research center for the Department of Transportation. On July 1, 1970, it was established as the Transportation Systems Center (TSC). The Center opened with 399 employees, a modest \$17 million budget and an assortment of programs and tasks assigned by the Office of the Secretary and the operating administrations. For the TSC staff it was the beginning of a new mission - an attack on the earth-bound problems of moving people and goods in a safe and efficient manner.

The Department of Transportation, which was established in 1967, had a real need for TSC, a resource which could provide broad technical support based on a system-level understanding of transportation operations. From the beginning, the Center was envisioned as a place where a broad range of skills could be focused on major issues cutting across the traditional modal structure of the transportation enterprise. This Center would become one of John A. Volpe's greatest legacies. On the occasion of its twentieth anniversary, the Center was renamed in his honor.

The original founders of the Center showed great foresight in that they structured the Center to be a fee-for-service or industrially-funded entity. The Volpe Center does not receive an appropriation from Congress; instead it is funded by its customers. As a result of being market driven, customer service has always been a top priority at the Center. In a sense, the Volpe Center began "reinventing government" back in 1970.

The Center was to a large extent created to augment the federal staff of its clients. Unlike private sector organizations, the Center's federal status permits it to perform inherently governmental functions e.g. policy and budget formulation, program direction and development, and system acquisition planning and implementation. The Center also possesses flexibility that allows it to reconfigure its skill mix to be able to quickly respond to changing national priorities and needs. In addition, it serves as a bridge between federal, state, and local levels of government and private industry and academia.

For the first 15 years of its existence, its only customer was the Department of Transportation. Center staff performed and completed hundreds of projects in support of

all the modal administrations within the Department. By 1977, the Center had become part of the newly formed Research and Special Programs Administration and was no longer part of the Office of the Secretary. And beginning in 1985, the Center began to expand its client base. The Secretaries of Defense and Transportation signed a Memorandum of Understanding authorizing Volpe Center support for DOD. Since that time many other federal agencies including the Departments of State, Treasury, Justice, Commerce, Energy, the Federal Emergency Management Agency, the Environmental Protection Agency, the Post Office and the General Accounting Office have sought the Center's assistance. Currently, about one-third of the Center's workload support these non-DOT agencies, with DOD the largest customer.

Over its 25 year history the Center has anticipated and responded to transportation challenges of national significance in the areas of infrastructure modernization; helping government to be "smart buyers"; maximizing capacity and efficiency; environmental protection and remediation; transportation security and safety; and policy support and analysis. The Center encourages creative exchanges that lead to innovative and cross-disciplinary solutions to complex transportation problems.

Today the Center has a core of 550 federal employees and 500 on-site and 500 off-site private sector support R&D staff and a budget for FY 95 of slightly in excess of \$200 million. The Volpe Center has become recognized nationally for the application of its expertise and the deployment of technology to address critical transportation issues and locally as a good neighbor and corporate citizen for its extensive volunteer educational outreach program. As the Center celebrates this important anniversary, it reflects back on 25 years of putting "ideas into motion" and looks forward to meeting the transportation challenges of the 21st century.

TEAMING FOR TOMORROW

This fall, the Volpe Center will begin the fourth year of what has become a very successful volunteer educational outreach program. This program is known as the Volpe TEAM (Tutoring, Educating, and Mentoring) Effort. Volunteers from the Volpe Center - oth employees and contractors - have been contributing their time and effort to help students and adults in the Cambridge community.

The TEAM effort began with three separate programs and almost immediately expanded to four:

- At the nearby Robert F. Kennedy Elementary School, teams of volunteers work with 70 seventh graders one morning a week, teaching mini-courses in such diverse subjects as: art and spatial concepts, marketing, sports science, computer science, and stocks and bonds. Individuals assist with computer technology and make special presentations.
- Other volunteers work one-on-one mentoring and tutoring students at the Cambridge Rindge and Latin High School. This small group of dedicated individuals establishes relationships intended to extend beyond mere tutoring and improving study skills to helping the students build self-esteem and develop toward responsible and successful adulthood.
- Volunteers for the Adult Education/English as a Second Language (Kendall Square Learning Program) teach classes to adults four nights a week at the Volpe Center. Students have come from such countries as Haiti, China, India, Pakistan, and El Salvador. While learning English, the students are also taught basic skills. The intent is to better integrate the students into American society and to enable them to get better jobs.
- In the Volpe Center's In-house Mentor Program, volunteers serve as role models and provide both general and career specific guidance to new employees, especially those in stay-in-school, worker-trainee, and coop programs.

There has always been an emphasis on making the programs user-friendly. By having four different programs, it was much easier to appeal to a broader segment of the workforce. In addition, a team approach was adopted for several of the programs, so that anyone who wanted to volunteer could coordinate with other team members to ensure that their volunteer responsibilities would be covered while they were away on travel. Interestingly, the fact that the program is strictly volunteer has never been a deterrent to recruitment.

Volpe Center Director Richard R. John has been a major TEAM proponent from the beginning. It was his conversation three years ago with an executive from another company that led to the idea of a forum for exchanging ideas among all such companies. The forum concept was a lower priority until the TEAM effort matured, but came to fruition this past Spring in a two-hour program of panellists from nine companies that are

working in cooperation with Cambridge schools. Representatives from at least 30 non-participating businesses attended, spurring hopes that at least some of these companies will join the effort, either by instituting a program of their own or in partnership with another company. Superintendent of Cambridge Public Schools Mary Lou McGrath was the keynote speaker and in attendance were several Cambridge City Councilors. Education has always been a top priority in Cambridge evidenced by its having the highest per capita student expenditure in the Commonwealth of Massachusetts.

As a maturing program, the TEAM effort has a number of major issues to grapple with as it enters its fourth year. Chief among those issues are recruitment, retention, and recognition of volunteers. The TEAM effort has been fortunate in that its numbers have held steady since its inception. Nevertheless volunteers do suffer burnout, so recruitment of new volunteers is an on-going challenge. Skillful marketing of the programs, therefore, becomes an absolute must. And since volunteers are not paid nor do they receive release time, finding ways to recognize their contributions continues to be a top priority. This fall, plans are underway to expand both the high school program through new volunteer opportunities and the in-house mentoring program by opening it to all new employees.

What began in 1992 as an undefined desire to reach out to the community has evolved into an established but very dynamic program. The Volpe Center, once a relative unknown within the City of Cambridge, is now recognized for its leadership and contributions to education. As Cambridge Mayor Kenneth E. Reeves once stated to an all hands meeting at the Volpe Center, "...through your educational program, you could have not found a better way to become known in Cambridge."



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Adopted by the affirmative vote of nine members.
Attest:- D. Margaret Drury, City Clerk.

A true copy; *D. Margaret Drury*

ATTEST:-

D. Margaret Drury
City Clerk

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September 11, 1995

Councillor Toomey

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Born, Alnehay, Galluccio, Myers
Consent Order #45
Sullivan, Triantafyllou
Councillor Toomey re: Congratulations
to employees of John A. Volpe
National Transportation System Center
on twenty-fifth anniversary obser-
vance on September 22, 1995. *R 742*

In City Council September 11, 1995

Order Adopted