

Demeter

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REMARKS PREPARED FOR DELIVERY BY SECRETARY OF
TRANSPORTATION BROCK ADAMS, AT A NEWS CONFERENCE ANNOUNCING
THE CREATION OF A SURFACE TRANSPORTATION ADMINISTRATION,
WASHINGTON, D.C., NOVEMBER 9, 1978.

I AM ANNOUNCING TODAY OUR INTENTION TO CREATE A SURFACE TRANSPORTATION ADMINISTRATION, COMBINING THE PRESENT FEDERAL HIGHWAY AND URBAN MASS TRANSPORTATION ADMINISTRATIONS INTO A SINGLE AGENCY.

WE SEE THIS AS THE NEXT LOGICAL STEP IN THE INTEGRATION OF HIGHWAY AND PUBLIC TRANSIT PROGRAMS TO MEET CHANGING URBAN AND RURAL SURFACE TRANSPORTATION NEEDS.

IT IS, WE BELIEVE, A GOOD PROPOSAL. MANY MONTHS OF STUDY AND THOUGHT AND DELIBERATION HAVE GONE INTO IT.

BUT BEFORE TAKING A FINAL PROPOSAL TO THE PRESIDENT AND CONGRESS, I WANT THE COMMENTS OF STATE AND LOCAL OFFICIALS, MEMBERS OF THE APPROPRIATE COMMITTEES AND THE CONSTITUENT GROUPS IN BOTH THE HIGHWAY AND TRANSIT AREAS.

IN OTHER WORDS, I WANT EXPRESSIONS OF OPINION ON THIS PROPOSAL. BUT FROM MY POINT OF VIEW, DOING NOTHING -- STAYING WITH THE STATUS QUO -- IS NOT AN ACCEPTABLE OPTION.

THE INTERSTATE SYSTEM IS NEARLY FINISHED. WE HAVE TO REDIRECT OUR EMPHASIS TO INCLUDE REBUILDING OF OUR HIGHWAYS, WHERE NEEDED, AND THE STRUCTURING OF A SINGLE, COORDINATED SURFACE TRANSPORTATION SYSTEM.

PUBLIC TRANSIT MUST BE A PART OF THAT NATIONAL SYSTEM. ITS IMPORTANCE IS NO LONGER A MATTER OF DOUBT OR DEBATE.

A SINGLE ADMINISTRATIVE AGENCY MAKES SENSE.

IT WILL:

- IMPROVE MANAGEMENT EFFICIENCY -- GIVE THE STATES "ONE-STOP" TRANSPORTATION SERVICE.

- STRENGTHEN THE PLANNING PROCESS. THE PROVISIONS IN THE NEW SURFACE TRANSPORTATION ACT THE PRESIDENT SIGNED EARLIER THIS WEEK, PARTICULARLY THOSE RELATING TO RURAL AND SMALL URBAN AREAS, CAN BEST BE IMPLEMENTED BY A TOTAL TRANSIT/HIGHWAY PARTNERSHIP.

- INCREASE THE ABILITY OF OUR FIELD UNITS TO RESPOND TO STATE AND LOCAL GOVERNMENTS IN THE PROCESSING OF APPLICATIONS AND GRANTS.

THE NEW AGENCY WILL NOT:

- CHANGE FUNDING SOURCES OR LEVELS FROM
THOSE PRESCRIBED IN THE RECENT LEGISLATION;
OR
- ADD TO THE BUREAUCRACY. IT WOULD SERVE,
INSTEAD, TO REDUCE ADMINISTRATIVE
OVERHEAD.

WE ARE MAKING THIS PROPOSAL, AS I HAVE INDICATED, IN THE BEST INTERESTS OF THE STATES, CITIES AND RURAL AREAS WHERE HIGHWAY AND PUBLIC TRANSPORTATION NEEDS ARE INCREASINGLY BECOMING TWO SIDES OF THE SAME COIN.

CONGRESS RECOGNIZED THE NEED FOR A HIGHWAY/TRANSIT PARTNERSHIP BY ADDRESSING THOSE PROGRAMS IN A SINGLE LEGISLATIVE PACKAGE THIS YEAR. THAT ACT GIVES US THE FINAL BUILDING BLOCK FOR A NEW SURFACE TRANSPORTATION ORGANIZATION.

THE RELEASE AND FACT SHEET SHOULD GIVE YOU A GOOD OVERVIEW OF OUR PROPOSAL -- AND I'D BE HAPPY TO TAKE ANY QUESTIONS.

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