

SECRETARY OF TRANSPORTATION ANDREW CARD  
EXECUTIVES CLUB OF GREATER BOSTON  
BOSTON, MA

THURSDAY SEPTEMBER 24, 1992

Event: 15 speech/ 5-10 minute Q&A.

Thank you **Paul Cellucci** ( Lt. Governor) for the kind introduction and **Peter Brown** (President, Executive Club) for inviting me here today. Also let me acknowledge **Bill Coughlin** (President, Chamber of Commerce), **Tom Kershaw** (member, Board of Directors, Ex. Club) and **Jim Carlin** (active member of Chamber). It's great to be back home and see so many good friends.

As you know, the President asked me to head the task force in Miami. So let me tell you of the devastation I've seen and what were doing to help put Dade County back on its feet. [**Describe Hurricane damage/ federal and private aid efforts**].

The thought that less than a year ago that I would be a Cabinet Secretary -- let alone the President's point man on disasters -- never crossed my mind. It's something I thought would never happen. Let me tell you how it occurred ... [**relate story**]

And so my life changed, and it changed in a way that I never expected it would. It changed because the President gave me a unique opportunity to be a participant in a revolution -- a revolution to make America the most competitive nation in the world.

We all know that we are facing difficult economic times -- especially in New England. And no rose colored glasses can make the economy seem better than it is. However, saying that, there are glimmers of hope. Look at the trend lines: GDP has increased for five straight quarters ... inflation is under control ... the stock market is still at record highs ... interest rates are at a 20 year low ... and we have reached the highest level ever in U.S. exports \$422 billion. And with the coming new free trade agreement with Mexico our exports will grow even further.

Most importantly, to stimulate economic growth we are re-energizing our national transportation system. That's why the President is leading the charge for maritime reform and trucking deregulation. That's why he's taken the lead in opening the skies for global aviation competition. And that's why he's fought so hard for enactment of the Intermodal Surface Transportation Efficiency Act -- called ISTEA.



ISTEA is simply the most revolutionary piece of transportation legislation to come down the pike since President Eisenhower's Interstate Highway System. It will pump as much as \$155 billion in new investment into the national and local economies over the next six years. And it's a piece of legislation that introduces two new words to the government's lexicon -- "efficiency" and "intermodal."

Before ISTEA, surface transportation thinking was very parochial. Few people ever thought of connecting one mode of transportation to another to create a seamless network. Even with the new metrorail system in Washington D.C., you can ride the metro to national airport, but you can't ride it into the airport terminal -- the subway stops 300 yards short.

ISTEA changes all that "modal myopia." by stressing intermodal solutions to transportation problems. Just look at the new construction underway at South Station. By building a new bus terminal for MBTA and private bus carriers, we will finally link rail and bus lines together -- plus passengers will no longer have to wait outside the station for their buses.

Not only must we think intermodally within our states, but between our states as well. Just two days

ago, a consortium of six New England states -- including Massachusetts, Connecticut, Maine, New Hampshire, Rhode Island and Vermont -- were awarded a intermodal planning grant of more than \$727,500. This is the first intermodal regional planning project in the country specifically targeted to develop a program of interstate cooperation on intermodal transportation issues. .

ISTEA is also revolutionary because it gives power back to the states and local communities and it offers flexibility. Governors like Bill Weld -- who just announced his dynamic new economic package to address the future needs of the state economy -- have been asking Washington for years to give them the flexibility to make important decisions about transportation funding and programs. Well, with ISTEA, Governor Weld now has the authority to move monies from highway projects to transit programs or the other way around.

In fact, I am announcing two grant awards totaling nearly \$35 million for the MBTA -- one of which is the largest ever awarded to take advantage of this new flexibility provision of ISTEA. Today, \$24 million in federal aid highway funds to ease congestion and improve air quality will be used for the construction of



the new South Station Bus Terminal. Also nearly \$11 million in discretionary federal transit funds will be awarded for engineering planning on the South Boston Piers Project. Together, these two projects will give people in the region an incentive to use mass transit and it will support nearly 1900 new and existing jobs in the local community.

Finally, ISTEA is important because it increases our investment in dynamic new technological developments like "smart cars" and "smart highways." Today, we are also awarding over \$1.5 million for work on the *SmartTraveler* operation-test project -- a cooperative venture with Boston's own *SmartRoute Systems* firm.

Now, real-time, on-demand transit and traffic information will become available to everyone in Eastern Massachusetts with a touch-tone phone. As a large percent of the contributions for this project will come from the private sector -- that's private-public partnerships and entrepreneurship at its very best. So let me congratulate our private sector partners from *SmartRoutes* who are here in the audience today: **John Liebesny [La-bez-ney]**, President ... **Steve Crosby**, Chairman ... and **David Stein**, Executive Vice President. With all the work being done on the Central

Artery/Third Harbor Tunnel Project, we truly could use this service to avoid traffic backups and congestion.

Of course, the big question for all of us is when will the tunnel be completed. Well, this morning I joined Governor Weld, Secretary Taylor and Highway Commissioner Jim Kerasiotes to mark the arrival one of the massive steel tubes that will make up the tunnel -- the first of 12. This 7,500 ton tube will actually weigh nearly 30,000 tons when finally lowered into the ground because of all the value added by hundreds of local workers -- workers who will add concrete or install utility and ventilation equipment.

This work means jobs -- lots of local jobs -- and that will be very good for the Massachusetts economy. And I'm pleased to say that Project Director Peter Zuk -- who has directed this operation smoothly and efficiently -- is committed to a first -phase opening in the Fall of 1994.

To make room for the Big Dig, work on replacing and relocating utilities has already begun. The earth has been turned in the Leather District under the first contract for relocating the sewer system. Moreover, last week, a second contract was issued -- this one for relocating the 30 inch gas main that runs along Congress, High, and Pearl Streets.



In fact, when this project is finished, Boston will not only know for the first time this century where its sewer, gas, electric and telephone lines are located, it will also have the finest and most up-to-date communications and utilities systems of any major city in the world. This city will truly have the infrastructure to meet international competition head-on.

When the tunnel is finally open, the Big Dig itself -- the depression of the Central Artery -- will begin in the Spring of 1995. As you are aware not everything has gone smoothly on the Central Artery project; there have been some problems regarding the proposed Charles River crossing -- the so-called Scheme Z plan. The Governor, Secretary Taylor, and the committee of more than 40 experts are working together in a positive and constructive way to develop a new slimmed-down -- and infinitely more graceful -- Charles River crossing plan. I'm confident that all the parties involved will continue to work towards a final plan that will satisfy the concerns of all those affected.

The Central Artery/Third Harbor Tunnel Project -- though the largest construction project in the United States -- is hardly the only transportation project underway in Massachusetts. As of September 21st, the

state has obligated \$618 million of federal aid highway funds to repair and build the transportation infrastructure of this state -- that's 84 percent of FY 1992 ISTEA funding. And the Governor and I are doing our very best to see that all the federal dollars get out of the pipeline by the end of the fiscal year -- which is next week.

I've about used up all my time, but I hope you got the message. That we are committed to getting Florida ... Massachusetts ... this entire nation's economy back on track -- that we're totally committed to America's renewal. I know as a "native son," that you will work with us to make it happen.

Thank you and let me now open the floor to questions.

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