

TALKING POINTS

DEPUTY SECRETARY OF TRANSPORTATION MORTIMER L. DOWNEY

**MOTHERS AGAINST DRUNK DRIVING NEWS CONFERENCE
GALLUP STUDY OF PUBLIC ATTITUDES ON DRINKING AND DRIVING**

**APRIL 7, 1994
WASHINGTON, D.C.**

- * I'm glad to be here today with this group --- with so many who are dedicated to keeping America focused on the tragic problem of drunken driving.**
- * The study released today shows that we've made real progress against drunken driving --- not just over the past two years, but over the past generation. The results are clear: we have completely changed our attitude, from one of amusement and resignation over drinking and driving to genuine outrage over such behavior.**
- * And rightly so. Drunken driving kills and maims, costing many thousands of lives and hundreds of thousands of injuries every year. It robs our nation of thousands of bright stars, a fact that Debra Jones and countless others know all too well.**
- * Drunken driving inflicts vast pain and heartbreak on American families. No one who has lost a loved one can ever again think of such irresponsible behavior without a sense of grief and rage.**

- * While the emotional costs of drunken driving are incalculable, the financial costs are not. The lifetime cost of one year's traffic crashes is a staggering sum: \$137 billion. One-third of this amount --- more than \$46 billion --- results from alcohol-related crashes. That's about \$265 for every licensed driver in America.
- * More than \$5 billion of that alcohol-related amount was in direct health costs. That's one of the reasons why we at DOT view the National Highway Traffic Safety Administration not only as a public *safety* agency, but also as a public *health* agency. In fact, the President has nominated Dr. Rick Martinez --- a well-known trauma specialist --- to head NHTSA.
- * The Gallup survey doesn't touch on health care issues directly, but we in DOT see traffic safety initiatives as being linked with our concern for health care reform, another subject on which public opinion is clear.
- * Just as the President seeks to protect Americans through guaranteed, comprehensive, *private* coverage -- security which can never be taken away -- he asks that Americans take more responsibility for prevention and for maintaining their own health through a wide range of initiatives.

- * By collectively reducing unnecessary health care costs, we can control expenses and provide secure benefits and services to *all* Americans, including those currently falling through the safety net.**
- * That's the clear linkage with today's event: we want all Americans to recognize the connection between their behavior and its consequences, and to act on that knowledge. We must keep driving home the message that we control our own behavior, and that we are responsible for its consequences.**
- * When it comes to drinking and driving, Americans increasingly recognize this linkage, in large part because of the work Beckie Brown and MADD have done.**
- * The sea-change in attitudes brought about by public education, together with stricter standards and tough law enforcement, has saved 40,000 precious lives in the last decade alone.**
- * As a people, we have a heightened respect for life — and far less tolerance for senseless risk and death. We can take pride in the progress we've made in recent years, and draw from it a renewed determination to do even better.**

- * Secretary Peña has set a goal of reducing alcohol-related highway fatalities to no more than 43 percent of the total by 1997. Compared to 1992, that will save 1,200 lives a year --- every year. In order to achieve that, we need to take a number of steps.**
- * For example, earlier this year we at DOT issued new regulations requiring broader and more stringent testing for alcohol and drug use by truck and bus drivers. Although professional drivers have good safety records, the size and power of their vehicles means we must have zero tolerance for irresponsible behavior.**
- * We also need to build on the progress of the last generation by maintaining and expanding public education about the dangers of drinking and driving, starting with our schools.**
- * And we need to continue the strong law enforcement of recent years, to deter those who would still drink and drive.**
- * But we in government can't do it all alone. Yes, government can provide resources for education, and yes, it can set standards and enforce them. But government inspectors can't sit in the bars and restaurants and living rooms of America taking away the car keys of everyone who has had too much to drink.**

- * No, it will be the American people who save lives, day in and day out, through their own actions: by their willingness to take personal responsibility; by staying sober when they will be driving; by refusing to let friends drive drunk; and by educating their children about responsible drinking.**
- * When we reach our goals --- and we will --- it will be due to the leadership of groups such as MADD and to the combined efforts of the millions of Americans who are increasingly concerned about their safety and that of their families, friends, and neighbors. We need the cooperation of every American and, with the help of MADD and other Lifesaver groups, we know we will get it. Thank you.**

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TALKING POINTS

DEPUTY SECRETARY OF TRANSPORTATION MORTIMER L. DOWNEY

MOTHERS AGAINST DRUNK DRIVING NEWS CONFERENCE
APRIL 7, 1994
WASHINGTON D.C.

I'm glad to be here today with this important coalition -- all dedicated to keeping America focused on drunken driving.

The study released today shows our joint efforts are paying off. The American public's attitude towards drunken drivers has changed. It's no longer amused tolerance. It's genuine outrage. And rightly so.

Drunken driving kills and maims. It destroys families, lives, and dreams. And it robs the nation of thousands of bright stars and leaders -- a fact that Debra Jones and countless others know all too well.

While the emotional costs of this crime are truly incalculable, the financial costs can be added up. The lifetime cost of one year's traffic crashes is a staggering sum: \$137 billion. One third of this amount -- more than \$46 billion in 1992 -- results from alcohol-related crashes.

That was about \$265 for every licensed driver in America.

More than \$5 billion of that alcohol related amount was in direct health care costs. That's one of the reason's why we at DOT view the National Highway Traffic Safety Administration not only as a public safety agency, but also as a public health agency. In fact, the President has nominated Dr. Rick Martinez -- a well respected trauma specialist -- to head NHTSA.

The linkage between highway safety and health care costs is a clear one. We who are responsible drivers pay for those who are reckless and irresponsible through a host of direct and indirect costs -- and that's wrong.

Rewarding responsible behavior is one of the cornerstones of President Clinton's health care reform plan. In return for guaranteed, comprehensive, private health insurance coverage, Americans are being asked to take personal responsibility for maintaining their own health and for preventing injury. By collectively reducing unnecessary health care costs, we can extend benefits and services to those currently falling through the safety net. Certainly that is a small price to pay for the lifetime of security the President's plan offers all Americans.

We must keep driving home the message that we control our own behavior and that our behavior has consequences, and that we are responsible for those consequences.

The study released today demonstrates clearly that these efforts can be successful. When it comes to drinking and driving, Americans have gotten the message. Becky Brown and MADD deserve enormous credit for that.

The combination of public education, stricter standards, and tough law enforcement has saved 40,000 precious lives in the last decade alone. We at the Department of Transportation are proud of that achievement. But we are determined to do even better.

Secretary Pena has set a goal for reducing alcohol-related highway fatalities to 43 percent of the total by 1997. That will save an additional 1,200 lives a year.

To achieve this goal we need to continue public education and keep supporting tough law enforcement and strict regulations. For example, earlier this year the DOT issued tougher and broader requirements for testing truck and bus drivers for alcohol and drug use.

But Government is not the only answer. Yes we can provide resources for education, yes we can set standards and enforce them, yes we can set stiff criminal penalties. These are all very important. But government inspectors can't sit in bar rooms and living rooms across the country taking car keys away from drunken drivers. Only the American people can do that. Only the American people can take personal responsibility for staying sober and for refusing to let friends drive drunk.

Let me just conclude by saying that even with the good news we're announcing today, this is only a sign of progress, not a claim of victory. We must recommit to working together as partners towards a day when there are no more deaths and injuries caused by drunken drivers.

Very good 2.67
Comments on
Preliminary 2nd
Draft, 4/11/94

REMARKS PREPARED FOR DELIVERY

**DEPUTY SECRETARY OF TRANSPORTATION
MORTIMER L. DOWNEY**

**TRANSPORTATION DEVELOPMENT ASSOCIATION
OF WISCONSIN ANNUAL MEETING**

**MADISON, WISCONSIN
APRIL 13, 1994**

*(Introduction to be made by TDA President Ken Warren,
Director of Operations for Milwaukee County Transit)*

Thank you, Ken, for that introduction. Wisconsin is a great example of the kind of cooperative relationships which are going to be essential as we develop the transportation systems of the 21st century, and the TDA has been instrumental in developing such relationships here. We're trying to forge similar efforts nationally, so I'm especially happy to join you for this year's annual meeting.

This meeting's theme is whether ISTEA has turned out to be sweet or sour. You heard this morning about the perspectives of your state and local officials. Let me tell you how we in the federal government see it.

When Congress passed ISTEA more than two years ago, it was with extraordinarily high expectations. And much of ISTEA's promise has, indeed, been realized.

Funding levels have now been increased, and state

and local governments are beginning to use ISTEA's greater flexibility to choose the best solutions to their unique mobility problems. We're pushing forward with the development of promising new technologies, such as IVHS and high-speed rail. And new opportunities have been created for the private sector.

But progress sometimes brings growing pains. Innovative programs bring new requirements and different ways of doing business. New players at the table can create greater competitiveness for projects and funding. And new policy objectives require the consideration of interests that were not significant a generation ago.

Secretary Peña understands this. That's why he sent the Department's top officials, including myself, around the country last fall. He wanted to hear directly from our customers about how they think ISTEA is working. We heard from program implementors, from elected officials, from the private sector, and from public interest groups.

I chaired half of the ten meetings myself, and I want to tell you that I really heard the good, the bad, and the ugly. The sum of those stories is that ISTEA has great potential and has helped accomplish much, but that some of its most critical goals are hampered by financial and institutional roadblocks.

promise could be fulfilled

We were told of the need for full funding of ISTEA to ensure that its ~~purposes could be met~~. We heard that we had to simplify project approval processes and regulations,

expand outreach and training to improve our customers' ability to implement ISTEA, and give states flexibility in meeting environmental goals. We were told that we need to better consider the needs of freight shippers and of rural users. And our customers said we needed to use transportation planning to maximize system efficiency and support economic development.

all of Secretary Peña directed us to formulate an action plan to address these concerns so that ISTEA can work even better as a tool for meeting our strategic goals. This action plan is broad, so I won't go into great detail. *we have acted on it* However, I'd like to speak about a few of the areas: full funding for ISTEA; the National Transportation System; and reducing the regulatory burden. *Message Graph here - then transit to FF/ISTEA stuff*

ISTEA authorized the largest surface transportation investment program in history, \$155 billion. But that doesn't guarantee that the full amount of funds is going to be appropriated and spent each year. That's especially true now because of the discretionary spending constraints the federal budget is under in order to reduce the deficit.

Anything less than full funding is especially frustrating to states and localities which want to take advantage of ISTEA's flexibility, but which are unable to commit money to new priorities until the backlog of already-committed transportation projects is underway.

This is an issue that has taken on greater concern as new players --- transit agencies, bicycle and pedestrian

advocates, promoters of ridesharing --- strive for their share of the funds and find stiff competition. Limited funding hampers the cooperation we need for ISTEA to succeed.

So, we're proud that President Clinton's 1995 budget calls for the full funding of ISTEA's highway and transit formula capital programs. We got that funding victory *investment in* because the President recognizes that a strong national transportation system is critical to our economy and to the maintenance of our way of life. Deteriorating roads, overcrowded airports, and aging transit systems not only create inconvenience, but add tens of billions of dollars in costs due to congestion and lost productivity.

The economy
As our economic recovery gathers steam -- with rising home and car sales and millions of new jobs --

rec. - 94
This is especially important today. Recent indicators ~~show that~~ the President's programs are speeding America's ~~recovery from the recession~~, but we must do more if we are to ensure the long-term economic growth we need for continued prosperity. *We have to invest in America.* And one sure way of doing that effectively is to provide states and cities with the money they need to build and maintain sound, intermodal transportation systems.

But even full funding of ISTEA can't fix all that ~~is~~ *has* been broken and build all that is needed. During the last decade we neglected to adequately invest in our transportation infrastructure, and this has created a large backlog of unmet local needs. That's something that Secretary Peña, as a former Mayor, is painfully aware of.

That's why we've been working hard on strategies to increase the availability of private sector resources to supplement government funds. The Secretary's Action Plan unifies those efforts, and expands them, through a high-level Task Force on Innovative Financing.

Financing
This group will identify ways of raising private capital to meet any transportation funding gaps. As part of this effort, we'll consult with state and local governments throughout the country this spring and summer in order to better grasp their needs. We look forward to sharing the task force's recommendations with you, and to working with you to carry them out.

A second area we want to focus on is the development of the National Transportation System. The NTS, which Secretary Peña announced last December, builds upon the National Highway System now pending in the Congress. The NTS will go beyond roads to include all modes of travel, both passenger and freight.

Its purpose is two-fold: first, to foster intermodalism. And second, to focus our efforts in infrastructure investment.

Our transportation system's ownership is diverse, reflecting the investments made by multiple layers of government, public authorities, private transportation providers, and shippers of goods. However, this has sometimes led to investment decisions made without consideration for an alternative's efficiency, or for the

① For transportation investment well into the next century.
② The third topic I want to address today is your concern

connections between modes.

ISTEA acknowledges that, in times of fiscal limits, we can't afford inefficiencies. We need to choose the best mode for each purpose, and for each stage of the transportation process. The NTS will help us do that by promoting more, and better, investment in transportation facilities. We already have begun its preliminary

development, addressing issues across a broad range of transportation issues. As the process continues, we'll work closely with you to ensure the best possible system. That we

designate ~~the~~ a system that can serve as a strategic framework ③

During the regional meetings we also heard complaints about the complexity of requirements associated with the transportation program process. That's understandable, since ISTEA established significant new institutional relationships and innovative programs, and works to address the transportation aspects of such societal concerns as air pollution in our transportation planning.

You've asked for help in ~~shouldering~~ reducing this

That shouldn't unnecessarily burden us in meeting and these needs. We're taking a two-pronged approach to this problem. help:

First, we will convene an ISTEA Regulation Review Task Force involving federal, state, and local governments to explore how ISTEA regulations can be simplified. We want to make these programs less prescriptive, less process-oriented, and more product-oriented.

This effort is consistent with the Vice President's

National Performance Review, which seeks to reduce the regulatory impact on other levels of government and on business.

Secondly, we're also dramatically expanding our

because
Of course, part of the problem is not so much the regulations themselves as it is their newness. ~~So, we're also dramatically expanding our~~ education and outreach. Last month we held a national ISTEA Training Summit with government officials and others involved in program implementation. This summit's results are generating a National ISTEA Training Agenda which will be released shortly.

We're also stepping up ongoing efforts to develop a wide range of technical training programs for program managers and for local and regional officials on areas ranging from public participation to our new management systems to the new planning processes.

We'll get the word out on what's available through nationally-distributed training catalogues, and we'll ensure that training materials are distributed to local Transportation Assistance Program Centers throughout America for easy availability.

I'd like to say a few words about the environmental requirements which increasingly affect transportation. The 1990 Clean Air Act Amendments greatly increased demands for the reduction of motor vehicle emissions. ~~That's necessary, because~~ transportation has to do its share to solve the problems it helps create.

However, I commit to you that we will work to ensure that these reductions are made efficiently and fairly. In fact, EPA Administrator Browner and Secretary Peña recently convened a joint meeting with leaders of national organizations representing state and local governments to discuss how cooperation, flexibility, and communications can be improved.

This meeting's success was evident in Administrator Browner's recent commitment to develop an interpretation of the transportation conformity rule which would allow areas with air quality data showing attainment to petition -- on an expedited basis -- for conditional exemptions from the so-called "build/no-build" requirement for nitrogen oxides --- NO_x. Many of you are aware of this issue, since it could have meant that areas which are showing attainment of air quality standards would still have had their transportation projects blocked.

EPA's willingness to be flexible on this issue is a demonstration of the Clinton Administration's desire to work cooperatively with other levels of government and the private sector.

We look to this type of cooperation to help meet our national transportation needs. We view you as full partners in the effort to build the highways and airports and high-speed rail lines which will carry us forward into the next century.

This new emphasis on partnerships is not an

47 abdication of public responsibility or an ideological
statement about government's value, but a recognition that
the federal government can't do it all alone. From defense
conversion to worker retraining to high-speed rail to the
President's Clean Car Project, the theme of partnerships is a
consistent in this Administration's approach to solving
national problems.

~~Solving problems is what we are all about, and we're
anxious to build the partnerships necessary to do so. We
hope that other levels of government and the private sector
will join with us in this critical effort. Thank you very
much.~~

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TALKING POINTS

**DEPUTY SECRETARY OF TRANSPORTATION
MORTIMER L. DOWNEY**

ADVOCATES FOR HIGHWAY AND AUTO SAFETY BOARD MEETING

**APRIL 14, 1994
WASHINGTON, D.C.**

(Introduction to be made by Andrew McGuire, Co-Chairman of Advocates for Highway and Auto Safety and Executive Director, Trauma Foundation)

- * Thank you, Andrew, for that introduction. I'd like to talk about DOT's Strategic Plan, especially as it relates to our efforts to improve highway safety.**
- * The Strategic Plan, which Secretary Peña announced this past January, is the Department's mission statement, a unified vision of our purpose as an agency. It's not merely a laundry list of everything we do, but rather a summary of major initiatives leading to the transportation system we envision for the future. It's a road map to a system which is safer, more environmentally-sound, more efficient, and more responsive to Americans' needs.**
- * This plan also responds to an era of limited resources and diverse needs. These constraints force us to choose our priorities carefully, and to meet them in the most efficient ways possible. Therefore, it focuses on seven overriding goals, concerns which affect every**

American.

- * First, we want to tie America together through an effective intermodal system. That means a system which is fully integrated to ensure the greatest possible efficiency. In an era of limits, we can't afford to waste money.**
- * In order to better determine our priorities, we'll develop an intermodal National Transportation System. The NTS, which stems from the ISTEA-mandated National Highway System, will incorporate not only roads but also rail lines, airports, and seaports of significance - both passenger and freight - in an effort to foster investment in a rational and fully-connected system.**
- * Our second goal, which is closely related, is to invest strategically in transportation infrastructure which will increase national productivity, stimulate the economy, and create jobs for Americans. And as we do that, we'll do two fundamental things: complete what we've started, and repair what doesn't work on time and within budget.**
- * Our third goal is to actively enhance our environment through sound transportation decisions. We know that transportation affects the natural environment, but we *can* mitigate its impacts. We're going to work with other federal agencies and state and local governments to develop the environmentally-friendly**

systems we need.

- * That includes developing less-polluting vehicles; promoting congestion reduction and demand management strategies; and implementing the transportation provisions of the President's Climate Change Action Plan.**
- * Our fourth goal is to put people first in our transportation system by making it relevant and accessible to users. That means ensuring that transportation policies and investments are user-friendly and community-friendly.**
- * Our next goal is one which is integrated with our efforts to implement the Vice President's National Performance Review. We intend to reinvent DOT by empowering our employees in a new, united effort to realize our other objectives. We'll listen to our customers and provide them with the high-quality services they want.**
- * Empowering our employees also involves cultivating a responsive, proactive work ethic that rewards achievement and excellence, and carefully reviewing our programs and procedures to identify what work well and what doesn't. This is an ongoing effort for us, and one which is critical to our ability to carry out our other missions.**
- * I'd like to speak about our final two goals at greater**

length, since I know they touch on topics that are of special interest to you.

- * First, we'll create a new alliance between the nation's transportation and technology industries to make them both more efficient and internationally competitive. In part, this means accelerating technological advances to make our transportation systems more efficient, more environmentally sound, and safer. It also means promoting the development and export of transportation technology.**
- * Many of these efforts are familiar to all of you: the development of high-speed rail systems; the President's "Clean Car" initiative; and the development of Intelligent Vehicle/Highway Systems.**
- * Within the Federal government, IVHS is led primarily by DOT. We see its promise in several areas: mobility enhancement through advanced traffic management, traveler information services, automatic vehicle control, and commercial vehicle operations.**
- * IVHS also will serve mass transit through improved traveler information and systems controls. Travel efficiencies created by IVHS could lead to reduced vehicle emissions and energy use.**
- * And we're examining its feasibility in safety enhancement through such innovations as collision warning systems and even collision avoidance systems.**

- * We're already seeing some of the earliest examples of what can be achieved, such as at the TravTek field test in Orlando. While fully-automated highways are certainly not just around the corner, Congress has challenged us to have a test-track demonstration in place by 1997 - just three years from now. We recently announced plans to form a partnership with a private consortium in order to implement this project.**
- * Other IVHS-related programs - such as the development of collision avoidance technology - exemplify not only partnerships with business but also our commitment to defense conversion. The end of the Cold War opened up opportunities for the transformation of high-tech weapons technology into civilian uses and into products for global export.**
- * The partnerships formed for IVHS epitomize the formal alliances which we are promoting. These alliances resemble those we have formed for promoting safer and more secure transportation, our seventh and final strategic goal.**
- * These partnerships are based upon the public's demand for safer travel. Again and again in consumer polls, safety shows up as the leading concern.**
- * A generation ago, 50,000 lives were lost annually in traffic crashes on our streets and highways. That's**

over 10,000 more people per year than die on the highways now, even though our population has grown and Americans are driving far more.

- * Since then, citizens' activism, government action, greater emphasis on safety in vehicle and highway design, and stricter law enforcement have all combined to reduce America's traffic fatality rate by two-thirds.**
- * That fatality rate is now one of the lowest in the world - well below that of Germany, more than one-third less than Japan's. This is an enormous achievement, and much of the credit belongs to coalitions such as the Advocates for Highway and Auto Safety.**
- * You've ignited a revolution for highway safety at the grassroots level and kept the fires burning for more than a decade. Largely due to your work, motor vehicles and roads are better and safer now: they're built with safety in mind.**
- * Other changes have come in attitudes. For example, views on driving and alcohol use have changed. 30 years ago, many people thought nothing of drinking and driving. Those days are gone, thanks to effective publicity against drunk driving, to education, to tough law enforcement, and to strict new drug and alcohol testing standards we've laid out.**
- * The payoff has been huge. More than 40,000 lives**

were saved during the past decade alone by reducing alcohol involvement in fatal crashes. Secretary Peña has set a goal, by 1997, of reducing alcohol-related auto fatalities to no more than 43 percent of the total - at a savings of 1,200 lives a year. We're almost to that figure already, nearly three years ahead of schedule.

- * We've a similar success story to tell about safety belts. In 1982, only 11 percent of Americans used safety belts. Since then, with public information, education, and the adoption and enforcement of safety belt use laws by many states, use has increased to 66 percent. More than 35,000 deaths and 800,000 serious injuries have been prevented. Here, too, Secretary Peña has set a goal: 75 percent use of seat belts. That will save 1,700 lives annually.
- * These are our success stories - hundreds of thousands of them, each the story of a life saved. And yet we can, and need to, do much more to enhance Americans' health and safety.
- * I speak of these two concerns together because they're so closely linked. For example, it's not commonly known that Dr. Bill Haddon, the first National Highway Traffic Safety Administrator, was a physician who became the foremost authority in injury prevention.
- * Just as Dr. Haddon did, we must view highway safety

as a public health problem. That's undoubtedly why President Clinton nominated Dr. Rick Martinez, another medical doctor and distinguished trauma specialist, to head NHTSA. Dr. Martinez comes to this job with a powerful sense of mission. He's determined to dramatically reduce transportation injuries and to make a big dent in America's health care costs in the process.

- * That's no small amount. Lifetime economic costs for motor vehicle accidents occurring in 1990 will total **\$137.5 billion**. That was over \$800 for every licensed driver in America. Of that \$137 billion-plus, American taxpayers will pay \$11.4 billion in health costs, lost tax revenues, and increased public assistance.
- * In an era in which health care costs have been skyrocketing, motor vehicle accidents are an extraordinary burden on our economy. We can reduce this burden through the safety measures we're promoting, but we also need to attack health care costs directly as well.
- * The President's Health Security Plan seeks to control such costs and to protect individuals through guaranteed, *private* coverage for all Americans.
- * This plan will ensure that *all* Americans receive the health care they need, while preserving their freedom to choose the health care plan and the doctors who

best meet their needs.

- * And in exchange, the President asks Americans to take more responsibility for prevention and for maintaining their health through initiatives such as auto safety by never drinking and driving, by not letting friends drink and drive, and by using safety belts and motorcycle helmets.**
- * Health care reform is going to require the same broad coalition building, the same patience, and the same determination that you who've fought for highway safety have shown.**
- * I believe that the fight for the President's Health Security Plan centers on the same basic values that have inspired the safety movement: the principles of prevention and personal responsibility.**
- * Your work on highway safety has paid huge dividends in lives and money saved. I believe that the President's Health Security Plan can do the same thing for our nation. We've worked hard together on safety, and we'll do even more in the years ahead.**
- * I hope we'll make the same effort - together - for health security and achieve the same success. I ask your support in this important quest, and pledge you mine. Thank you.**

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION
MORTIMER L. DOWNEY
U. S. COAST GUARD
MARINE ENVIRONMENTAL PROTECTION FORUM
APRIL 21, 1994
WASHINGTON, D.C.

*(Introduction to be made by Coast Guard Commandant,
Admiral J. William Kime)*

Thank you, Admiral Kime, for your introduction. I'd like to commend you and the Coast Guard for your initiative in developing this conference. I'd also like to bring you greetings from Secretary Peña, who has made environmental enhancement one of our seven strategic goals at the Department of Transportation.

As most of you know, this meeting is a follow-up to one held last July. That conference set the agenda for our ongoing efforts in marine environmental protection.

We view this continuing process as a unique opportunity for federal agencies, the environmental community, and industry to discuss issues of mutual interest. This is timely for two reasons: first, the renewal of the Clean Water Act, which is one of the foundations of the Coast Guard's environmental mission; and second, the

Clinton-Gore Administration's focus on reinventing government.

Since the last reauthorization of the Clean Water Act in 1987, we've had several significant developments.

First, we've greatly expanded our scientific knowledge of water quality and its effects on human, animal, and plant life: we understand these complex interrelationships far better than before, and are better able to develop effective solutions.

Second, there has been a continuing evolution in the public's attitudes on the environment: people are far more concerned about pollution than even a decade ago.

Finally, we need to find ways to effectively address problems which can affect entire ecological systems in an era of soaring demands and limited government resources.

This Administration believes that the scientific evidence of real health and environmental problems associated with water quality justifies not only reauthorizing the Clean Water Act --- but strengthening it.

But such enhancement of the Act needs to be done in ways which will focus on *real* problems. Our limited federal resources and our desire to avoid unnecessarily burdening the public, local governments, and business means that we have to develop programs which are both sensitive to cost *and* which use local leadership to address

local problems.

We believe we have the public's support for common-sense solutions to genuine environmental problems. We hope to work cooperatively with Congress and with your organizations as we proceed through the reauthorization process.

As I'd said, there's a second reason for developing collective approaches to environmental problem-solving --- the effort to improve the way government carries out its mission.

Vice President Gore's National Performance Review called for a federal government which works better and costs less. We firmly believe that this effort will succeed, and conferences like this one will help that happen in several ways.

First, these conferences promote *partnerships*. The diverse interests represented here today should foster productive partnerships among government, the private sector, and the environmental community. These partnerships will be well-placed to identify problems and to craft innovative, effective solutions which enjoy broad support right from the moment they are conceived.

Second, these conferences *leverage resources*. Fiscal constraints at all levels of government limit the amount of public sector funds we can apply. We must use limited resources wisely to protect the environment by

coordinating existing programs, targeting problems, and developing cooperative financing of restoration and pollution-prevention projects.

Third, these conferences enhance *accountability* by increasing the visibility of the public policy-making process. Openness encourages both effective involvement by diverse parties and responsibility on the part of public officials.

Finally, these conferences foster use of a *strategic approach* to environmental problem-solving, in which we anticipate challenges and address them in their infancy, before they become costly or unmanageable. This is a long-term, strategic approach which will be more efficient and which will better manage our natural resources.

This conference has tremendous potential to help us develop a sensible, effective national marine environmental protection strategy. I urge you to work together in developing the basic ideas and concepts of this strategy. Together, we can be responsible stewards for our natural resources. Thank you.

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TALKING POINTS

**DEPUTY SECRETARY OF TRANSPORTATION
MORTIMER L. DOWNEY**

**NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
BOARD MEETING**

**APRIL 30, 1994
ROCKVILLE, MARYLAND**

*(Introduction to be made by John R. "Jack" Martin,
President, National Association of Railroad Passengers)*

- * **Thank you, Jack, for that introduction. I'm happy to join such committed friends of rail transportation. Today, I'd like to talk about two issues facing all of us in the rail community: AMTRAK and high-speed rail.**
- * **When Jolene Molitoris, our Federal Railroad Administrator, spoke to you in Chicago last autumn, we were still searching for a successor to Graham Claytor at AMTRAK.**
- * **We've found an outstanding leader in Tom Downs, who ~~has~~ had broad experience in passenger rail and transportation management at all levels of government. He's an ideal leader for the continuation of America's rail renaissance.**
- * **And AMTRAK *does* need this kind of leadership, because - despite all of our best intentions - *its long-***

range revival is by no means assured.

- * **As the recent GAO testimony and Tom's own statements before Congress made clear, AMTRAK is the victim of a dozen years of what can - at best - be described as benign neglect. And, at worst, was a deliberate effort at extinction. It was all Congress could do to save AMTRAK from extinction - but that's only been a holding action.**
- * **While AMTRAK is alive, and even thriving in some markets, it has been seriously underfunded - especially in terms of capital. It hasn't had the money to maintain and recapitalize its existing system, much less expand its operations in the manner appropriate for America's national railway service.**
- * **The continuing slow recovery of passenger travel demand from the recession of the early 1990s and the fare wars in the airline industry have posed other challenges for AMTRAK. They've depleted its cash reserves and forced necessary, but difficult, belt-tightening that's affected service quality.**
- * **AMTRAK has taken such steps as it can to achieve survival in these difficult times. Although it's more than *doubled* its cost-recovery ratio over the past decade, a feat no other transportation operator can match, this, too, was at the expense of its long-term interests.**

- * It's also taken necessary but equally risky steps on the capital side, leveraging its capital grants over the last several years by lining up nearly a billion dollars in lease financing to purchase replacement rolling stock. But these transactions are like any overleveraged funding: they compromise the future to a very substantial degree.
- * The Clinton Administration is committed to doing its part to sustain AMTRAK's revival. The President's 1995 budget increases both operating funds and --- by nearly *30 percent* --- capital funds. *That's \$1.1 billion for intercity rail.* It's a far cry from the "zero out" budgets of the '80s --- despite a "hard freeze" on domestic spending.
- * We've also proposed the first Administration-sponsored AMTRAK authorization bill in 10 years. That, too, is different than the efforts to "zero out" AMTRAK's budget or to "privatize" it.
- * And we've continued to push for Northeast Corridor improvement funding to increase that critical corridor's competitiveness. That means new locomotives and passenger cars, the redevelopment of *Ne York's* Penn Station --- the origin or destination of 38 percent of AMTRAK's ridership --- and other infrastructure improvements.
- * We'll soon announce our plan for implementing and sustaining *three-hour* service between Boston and New

York, while accommodating *increased* commuter and freight service on the same line.

- * We're clearly serious about making AMTRAK a world-class passenger service. We're going to need your support, however. There are still a lot of skeptics, and we hope your voices will be heard as these proposals are considered by Congress.
- * However, although we're proposing greatly-expanded funding, the government-wide discretionary spending cap place real limits. *So, we will have to make choices.* We have to determine just what kind of service we're going to have.
- * AMTRAK offers two primary types of service, and each is being challenged by competing modes. Many of its long-distance passengers take it more for the ride experience --- the relaxation, the scenery --- than for time or convenience. But that doesn't mean they are insensitive to those factors, or to price considerations. And certainly they demand a service that is better than what aviation offers today.
- * That's why the increasing efficiency of long-haul air carriers and continuing price and service competition pose a challenge to AMTRAK. Those factors aren't bad insofar as they reduce costs or increase opportunities for America's travelers. However, AMTRAK is going to have to offer very efficient, high-quality service if it's going to maintain its share

and train control systems which will facilitate safe, joint use by commuter and freight services.

- * We've also accelerated --- to 1995 --- completion of the ISTEA-mandated national high-speed rail policy and feasibility study. That will give us a solid blueprint for our next steps.
- * We look at high-speed rail as another viable transportation option --- just like a new freeway or airport. And we're encouraging the states to do so as well. That's why we've focused our high-speed rail assistance program on states, as a means of achieving partnerships of real interest.
- * Most of these high-speed services probably will be operated by AMTRAK under arrangements similar to the Section 403(b) state-assisted programs, although with state-provided rolling stock and significant state contributions for avoidable losses, if any.
- * In the longer run, we need to think about rail's future under the surface transportation funding reauthorization. Although ISTEA runs through FY 1997, the reauthorization planning for all of our surface modes will start next year.
- * Something which will help set the groundwork for reauthorization planning is the development of the National Transportation System. The NTS, which Secretary Peña announced last December, builds upon

the National Highway System now pending in the Congress. The NTS will go beyond roads to include all modes of travel, both passenger *and* freight.

- * Its purpose is two-fold: first, to foster intermodalism. And second, to focus our efforts in infrastructure investment.**
- * Our transportation system's diverse ownership sometimes has led to investment decisions made without consideration for an alternative's efficiency, or for the connections between modes.**
- * ISTEA acknowledges that, in times of fiscal limits, we can't afford inefficiencies. We need to choose the best mode for each purpose, and for each stage of the transportation process. The NTS will help us do that by promoting more, and better, investment in intermodal transportation facilities.**
- * We've already begun preliminary development of the NTS, and will work closely with you to ensure that we designate a system that can serve as a strategic framework for transportation investment well into the next century.**
- * As I conclude, I'd like to touch on a theme that's run through many of the Administration's initiatives, especially the Vice President's National Performance Review. And that's customer service.**

- * **Serving our customers --- whether they're taxpayers or rail passengers --- is central to our purpose. We're fully committed to doing what's necessary to meet your needs. I know that Tom Downs and his staff at AMTRAK share this commitment. I'm convinced that, with your support, America's passenger rail service will take its place among the world's leaders in this field.**

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