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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
MINNEAPOLIS ISTEА FORUM
MINNEAPOLIS, MINNESOTA
AUGUST 23, 1996

MORNING SESSION OPENING REMARKS

Good morning. I'm Deputy Secretary of Transportation Mortimer Downey. I'd like to welcome you to today's forum on ISTEА -- the Intermodal Surface Transportation Efficiency Act.

I want to thank the University of Minnesota's Humphrey Institute of Public Affairs for hosting today's event, and LEE M'UNNICH and MARIT ENERSON for their help in making the arrangements.

I also want to thank the forum's co-sponsors -- the Humphrey Institute -- the University's Center for Transportation Studies -- The Minneapolis Department of Transportation's Guidestar Office -- the Metropolitan Council -- and ITS Minnesota.

And I want to introduce Congressman JIM OBERSTAR and Senator PAUL WELLSTONE.

Congressman OBERSTAR serves as the ranking Democrat on the House Transportation and Infrastructure Committee, and he's been a good friend to transportation. His committee will have jurisdiction over ISTEA's successor legislation, so he has a special interest in today's forum.

In just his first term Senator WELLSTONE has built a reputation as a thoughtful, independently-minded legislator. He's formed a firm partnership with those of us in the Department of Transportation, and we're looking forward to building on that partnership in the coming years.

Each of them will speak to us in a few minutes. And both of them have been strong supporters of ISTEA, which authorizes federal transit, highway, and safety programs through October 1997.

Although that's more than a year away, President Clinton has asked us to begin thinking about what direction the federal government's role in surface transportation should take under ISTEA's successor.

As part of this effort, we've been holding a series of forums to hear how ISTEA is working around the country, and to hear from state and local officials, the transportation community, and the public about how we can build on its successes.

We have with us several federal officials who are playing key roles in ISTEA's reauthorization, and who are here today to learn what your ideas are about what that should include:

...Deputy Assistant Secretary of Transportation JOHN HORSLEY...

...Research and Special Programs Administrator Dr. DAVE SHARMA...

...and Dr. CHRISTINE JOHNSON, Director of our Intelligent Transportation Systems Joint Program Office.

In the audience we have several other DOT representatives, including BOB KNISELY, Deputy Director of our Bureau of Transportation Statistics...

...JOEL ETTINGER, Federal Transit Regional Administrator...

...DALE WILKEN, Federal Highway Regional Administrator...

...CEDESTRA JORDON, Federal Railroad Deputy Regional Administrator...

...AL STEGER, Federal Highway Division Administrator...

...and ROBERT POLLACK, Regional Program Manager for the National Highway Traffic Safety Administration...

Your ideas are important, because ISTEA's successes make it a tough act to follow. ISTEA redefined the federal role in surface transportation.

It was a bipartisan effort to generate resources to rebuild the infrastructure our economy depends upon...

...to ensure a balance between our transportation system and our natural environment...

...to improve transportation safety and prevent needless deaths and injuries...

...and to develop new technologies that will increase our efficiency and global competitiveness.

ISTEA gave us tools to do all of these things -- and President Clinton has worked with Congress to push the envelope and fully take advantage of these opportunities.

In close partnership with strong supporters of transportation like Senator WELLSTONE and Congressman OBERSTAR, the President has sustained and increased infrastructure investment to its highest levels ever -- to more than \$25 billion a year, compared to less than \$18 billion at the beginning of the decade, before ISTEA was enacted.

We've also used ISTEA's flexibility to introduce innovative financing strategies that build on the funding provided by the President and Congress. These strategies cut red tape to attract private sector investment and to speed projects up.

For example, in Green Bay, Wisconsin, the Main Street Bridge will be rebuilt at least a year early using special ISTEA provisions letting construction start before the full federal share of funding is accumulated.

And here in Minnesota ISTEA will enable the state to consolidate as many as a hundred transportation projects into just two, giving it more flexibility and cutting burdensome reporting and record-keeping requirements.¹

ISTEA also gives state and local officials far greater flexibility and autonomy in how they use federal funds.

That lets you choose the best solutions for their needs. For instance, Milwaukee is using the Congestion Mitigation and Air Quality Improvement Program -- another ISTEA innovation -- to fund free bus rides on days with smog alerts.

¹ Entitled the STP Simplification Pilot Program. MnDOT will "obligate two STP projects simultaneously rather than 80-100 projects separately" to "simplify and streamline the STP." It will give MnDOT "more flexibility in administering the STP Program. The STP Simplification Pilot Program will reduce the number of federal reporting categories and codes, reduce the number of administrative procedures, as well as streamline the STP. This project will eliminate burdensome administrative actions and reduce federal involvement while fostering a greater partnership between the federal and state governments." (Quotations from FHWA TE-045 project status report.)

And in St. Paul and Hillcrest, ISTEA is paying for bus transfer centers, greatly increasing transit's appeal.

Finally, ISTEA has enabled us to raise transportation technology research and development investment to its highest levels ever. That's the focus of this afternoon's sessions, so we'll speak about it at greater length then.

In short, ISTEA's programs and principles have been good for American transportation, and we want to see them carried forward -- and even expanded...

...principles such as devolving decision-making authority to state and local officials...

...leveling the playing field so that projects can be chosen on their merits, rather than on whether they happen to fall into some rigid category...

...and continuing to create new ways to pay for the infrastructure and technologies we need.

As we move towards reauthorization of our surface transportation programs, it's vital -- whatever our views -- that we work together.

We hope that these forums will enable the transportation community to reconcile its sometimes-conflicting agendas -- to build the type of broad consensus that gave us ISTEA -- and to put America's transportation systems on a sound basis for the 21st century.

Before we begin our first panel, we want to make a special presentation which symbolizes an important element of ISTEA: its commitment to the future.

I'd like to invite Senator WELLSTONE and Congressman OBERSTAR to join me. I'd also like Dr. SHARMA and DENNIS FODERBERG, Director of the Intelligent Transportation Systems Institute at the University of Minnesota, to step up here.

[Once they have joined you...]

There was a saying among the early settlers here in the upper Midwest: "don't eat the seed corn." If you do, you won't have the seed to start next year's crop -- and then you will surely starve.

That's where we are today with transportation. Our support of research and technology development is our seed corn, and we have to sustain it if we're going to have the transportation systems we need to be competitive in the global economy of the 21st century.

ISTEA recognized that you can't reap what you didn't sow, and therefore authorized new research programs and increases in funding. President Clinton, with the support of Senator WELLSTONE and Congressman OBERSTAR, has pushed to fully fund the research investment ISTEAs authorized.

That includes the University Research Institutes, which ISTEAs created in 1991. This program advances American technology through university-level research centers, and at the same time trains the next generation of scientists and engineers.

One of this program's outstanding participants has been the Intelligent Transportation Systems Institute² here at the University of Minnesota.

The Institute has been a leader in helping to deploy advanced technologies such as Minnesota's Guidestar Program, a series of coordinated ITS initiatives to cut congestion.

The Institute is also conducting research to make tomorrow's highways and transit systems safer and more efficient, including important studies of such Intelligent Transportation System issues as automatic detection of driver fatigue and collision avoidance devices.

² Grant materials refer to the "Institute for Intelligent Vehicle/Highway Concepts," which is what it is called in ISTEAs. However, they now use "Intelligent Transportation Systems Institute" to conform with current usage.

We're proud to have been your partners for the past three years, and we're looking forward to continuing our partnership through an \$870,000 grant which we're going to award this morning.

Now, I'd like to ask Dr. SHARMA to present this grant to Mr. FODERBERG on behalf of the Department of Transportation.

[Dr. SHARMA presents oversized check. Photos with Dr. SHARMA, Mr. FODERBERG, and MEMBERS.]

We're proud of our partnership with the University, and look forward to continuing it in the years to come.

Now, I'd like to invite Congressman OBERSTAR and Senator WELLSTONE to give us their views of ISTEA and the broader transportation issues we're addressing today.

First, I'd like to ask Congressman OBERSTAR to speak. Congressman...?

[Congressman OBERSTAR speaks.]

Thank you, Congressman.

And now, I'd like to ask Senator WELLSTONE to say a few words. Senator...?

[Senator WELLSTONE speaks.]

Thank you, Senator.

[Senator WELLSTONE and Congressman OBERSTAR have the option of leaving at this point or remaining to hear the speakers. If they leave, the following paragraph is appropriate.]

[I know that Senator WELLSTONE and Congressman OBERSTAR have other commitments this morning and need to leave. I'd like to thank them for taking the time to join us, and for their support of better, safer transportation.]

[AD LIB ABOUT PROCESS:

- ☞ Introductions
- ☞ Five-minute rule
- ☞ Q&As
- ☞ Audience participation]

Now, I'd like to open our first panel by introducing its members...

INTRODUCTIONS FOR PANEL 1

Our leadoff speaker is Senator CAROL FLYNN, Chair of the Minnesota State Senate Transportation and Public Transit Committee. Senator FLYNN has a long -- and strong -- record in support of the type of sound transportation planning ISTEA promotes.

JAMES DENN is Commissioner of the Minnesota Department of Transportation. Prior to that he served for nearly 20 years as head of the Minnesota Trucking Association, and brings to this forum an understanding of the type of public-private cooperation that ISTEA encourages.

ELWYN TINKLENBERG is currently in his fourth term as the Mayor of Blaine, Minnesota. In addition to serving as a leader of Minnesota's transportation community, he also works professionally in our field, managing the Anoka County department which includes public works and transportation.

DENNIS JENSEN is General Manager of the Duluth Transit Authority. In that capacity he's responsible for the operation of the 80-bus system serving Duluth and Proctor. He's long been active in statewide transportation planning and decision-making, and brings to this forum a special understanding of the role of mid-sized transit systems.

(Natalio) NACHO DIAZ is Director of Transportation Planning at the Metro Council, the metropolitan planning organization here in Minneapolis. ISTEA gave MPOs, as they're known, a far greater voice in transportation decision-making, and NACHO coordinates planning for highways, transit, and airports in the Twin Cities.

Finally, GARY TONKIN, Director of Transportation Planning for the Arrowhead Regional Development Commission. Mr. TONKIN brings to this forum two decades of professional experience in urban and regional planning, areas strengthened by ISTEA.

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INTRODUCTIONS FOR PANEL 2

I'd like to introduce the second panel's members.

First, CHARLES THOMPSON, Secretary of the Wisconsin Department of Transportation. Secretary Thompson is currently serving his fifth year in office, and he's built a national profile on transportation issues. That includes leadership in the effort to deploy Intelligent Transportation Systems technologies in the I-94 corridor.

PHIL SCHERER has been the Executive Director of the Transportation Development Association of Wisconsin since 1987.³ He came well-prepared for that role, having previously had full responsibility for the Northwest Regional Planning Commission's 10-county intermodal transportation program, including harbor, rail, airport, highway, and transit activities.

BERNARD BROMMER is in his sixth year as President of the Minnesota AFL-CIO, the latest step in a career in state and national labor leadership which started nearly 40 years ago when he began work as an hourly laborer in what was then the Minnesota Department of Highways.

³ Late addition made at the request of Congressman Tom Petri. You spoke at the Wisconsin TDA's annual meeting in April 1994.

Next is DENNIS ADAMS of the Minnesota Department of Transportation's Scenic Byways Program. His office is responsible for managing a variety of transportation-related initiatives, such as the scenic byways and transportation enhancements programs -- both of which were created by ISTEA.

LEE MUNNICH is Director of the State and Local Policy Program for our hosts, the Hubert Humphrey Institute. His program is conducting studies of, among other areas, ITS and the environment and the use of transportation and information technologies for sustainable communities.

MARK ANDREW is a member of the Board of Commissioners for Hennepin County, serving the residents of South Minneapolis and St. Louis Park. His work focuses on quality-of-life issues such as safeguarding this region's environment.

Finally, KEN WEBSTER is Executive Director of the Intertribal Transportation Association, and an ITA Executive Committee member for the Minneapolis area. As a U. of Minnesota alumnus who also attended the University's Humphrey Institute, this is something of a homecoming for him.

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AFTERNOON SESSION OPENING REMARKS

Good afternoon. I'm Deputy Secretary of Transportation Mortimer Downey, and I'd like to welcome you all to the afternoon session of today's forum on ISTEA -- the Intermodal Surface Transportation Efficiency Act.

ISTEA authorizes federal transit, highway, and safety programs through October 1997, and President Clinton has asked us to begin thinking about what direction the federal government's role in surface transportation should take after ISTEA.

As part of this effort, we're holding a series of forums to hear how ISTEA is working around the country, and to hear from state and local officials, the transportation community, and the public about how we can build on its successes.

For the benefit of those who have just joined us, I'd like to reintroduce the Department of Transportation officials who are with us today:

...Deputy Assistant Secretary of Transportation JOHN HORSLEY...

...Research and Special Programs Administrator Dr. DAVE SHARMA...

...and Dr. CHRISTINE JOHNSON, Director of our Intelligent Transportation Systems Joint Program Office.

In the audience we have several other DOT representatives, including BOB KNISELY, Deputy Director of our Bureau of Transportation Statistics...

...JOEL ETTINGER, Federal Transit Regional Administrator...

...DALE WILKEN, Federal Highway Regional Administrator...

...CEDESTRA JORDON, Federal Railroad Deputy Regional Administrator...

...AL STEGER, Federal Highway Division Administrator...

...and ROBERT POLLACK, Regional Program Manager for the National Highway Traffic Safety Administration...

They want to hear your ideas because ISTEA's successes make it a tough act to follow. ISTEA redefined the federal role in surface transportation, focusing it on core interests such as safety, infrastructure, the environment, and technology.

This afternoon we'll hear from the members of two panels who will tell us about exactly how ISTEA is working to support Intelligent Transportation Systems and technology research.

Dr. CHRISTINE JOHNSON, who heads our Intelligent Transportation Systems Joint Program Office, and Dr. DAVE SHARMA, head of our Research and Special Programs Administration, are going to open these panels by telling you about some of our success stories and where we hope to go with transportation technology.

We hope that, through forums such as today's, we'll hear some new ideas about how ISTEA's successor can continue to promote better transportation through technological advances.

[AD LIB ABOUT PROCESS:

- ☞ Introductions
- ☞ Five-minute rule
- ☞ Q&As
- ☞ Audience participation]

Now I'd like to introduce the members of our first panel.

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INTRODUCTIONS FOR PANEL 3

Our first speaker will be Dr. CHRISTINE JOHNSON, Director of DOT's Intelligent Transportation Systems Joint Program Office.

DENNIS FODERBERG is Director of the Intelligent Transportation Systems Institute here at the University of Minnesota.

JAMES WRIGHT is Director of the Minnesota Department of Transportation's ITS Program, and is currently heading up Orion, Minnesota's ITS model deployment. He also won national recognition directing the Minnesota Guidestar ITS program.

EDITH PAGE is Manager of Infrastructure and Transportation at Bechtel Corporation, and is a member of Bechtel's Automated Highway System team. Prior to joining Bechtel she directed transportation projects for the Congressional Office of Technology Assessment.

I'm happy to see my long-time colleague LARRY SCHULMAN. He recently retired as Associate Administrator for Research, Demonstration, and Innovation at the Federal Transit Administration, and he's begun a second career as Vice President for Business Development at Orbital Sciences Corporation.

Our last speaker of this panel will be another man who's starting a second career. HAL KASSOFF, who recently retired as Maryland's State Highway Administrator, is now Executive Vice President of ITS America, the industry's leading advocate and coordinator.

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INTRODUCTIONS FOR PANEL 4

Our final panel will be opened by Dr. DAVE SHARMA, Administrator of DOT's Research and Special Programs Administration.

DICK BRAUN is Co-Chairman of Minnesota Guidestar's Executive Committee. That's the latest step in a career which includes serving as Commissioner of Transportation here in Minnesota and founding the Center for Transportation Studies here at the University.

GERARD MCCULLOUGH has just been named Director of the University of Minnesota's Center for Transportation Studies. He has consulted on transportation issues for the Air Transport Association, the FHWA and FRA, and for a wide range of private concerns. In addition, he worked for the FRA during the Carter Administration, helping enact the rail deregulation that's revitalized that industry.

BOB SKINNER is Executive Director of the Transportation Research Board, our industry's leading research organization. He's also a member of the ITS America Coordinating Council, and the advisory boards for the National Transit Institute and MIT's Center for Transportation Studies.

Our last speaker will be CHARLES SPRADO, Director of Intelligent Transportation Systems at 3M -- the latest in a series of management positions he's held here and in Europe. He's also been active in the ITS community, currently serving as the Secretary of ITS Minnesota.

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**TALKING POINTS FOR KIPLINGERS TELEPHONE INTERVIEW ON ITS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
AUGUST 29, 1996**

1. *What are DOT's future assumptions about traffic and pollution? Will telecommuting have an impact? How will ITS reduce traffic (if that's a goal)?*

- Progress made on controlling congestion/pollution, but they'll grow without action. Strategies: increase **supply** (sustain federal infrastructure investment, innovative financing), control **demand** (support transit, telecommuting), and deploy **technology** (emissions control systems and ITS). All elements are necessary.
- ITS's role not to cut traffic per se but to **move people and products more safely and efficiently**. Make today's roads and transit systems operate better by using advanced information and communications technologies to coordinate existing systems. Cut congestion, improve emergency response, boost transit productivity.
- Flagship is President Clinton's **Operation Timesaver**, which sets goal of cutting travel times 15% in 75 cities over next decade. Announced last January to create an Intelligent Transportation Infrastructure of integrated traffic systems. Also upgrade technology in 450 other cities and on rural roads/Interstates.

How is the development of ITS financed? Municipal/private sector roles?

- ITS deployment will mostly be funded through private sector and users/consumers. Today, **federal leadership, R&D seed money, coordination**. Partly with flexibility OpTimesaver authorizes for existing federal funds, **states/locals paying for basic, integrated ITS infrastructure -- buying smarter**.

3. *What obstacles could delay or prevent ITS development?*

- **Funding**: need to **maintain federal R&D support** to get technologies off the ground. Also need to **sustain overall federal transport funding** so states/locals won't have to sacrifice investing in the future in order to maintain existing systems.
- **Procurement**: federal government-wide reform gives flexibility to get technologies on the ground faster, but most purchases will be through states/locals. Need to treat ITS as they do other info systems, and not like conventional transport purchases.

- **Privacy:** Concerns about secondary use of ITS-derived data. ITS America has set of privacy principles. Exploring other strategies -- laws, policy mandates, technical designs -- to protect privacy.
- **Coordination:** Area-wide systems that span jurisdictions depend on cooperation and compatibility. Working with states/locals/MPOs to promote teamwork, information exchanges, common standards for interoperability.

4. *What are DOT's overarching goals in developing ITS?*

- **Next 5 years:** Develop/deploy ITI to lay foundation for immediate safety and efficiency benefits and to encourage extensive private participation. **Long-term:** crash avoidance technologies, next-generation traffic management, AHS.

5. *What's the timetable for rolling out things now being tested?*

- **OpTimesaver** within 10 years -- making technologies available today or in near future commonly used. 15 years: **crash avoidance and next-generation travel management systems** now in research. 15-20 years: Early deployment of AHS.

6. *How are governments and private sector cooperating on R&D, implementation?*

- **Federal R&D funding, assistance with coordination and standard-setting. 77 federal operational tests** promoting early deployment, many integrating new technologies into daily operations of local highway/transit agencies. Partnership with stakeholder-led **National Automated Highway Systems Consortium**.

7. *What are you learning from tests? What successes/obstacles?*

- State/local agency **management commitment** is crucial. **MPO participation** vital to regional efforts. **Procurement problems** should be anticipated and addressed. Need for **greater private participation** and **intermodal cooperation**. **Institution building** and **system integration** keys to overall success.

8. *What might our transport system look like in 50 years if ITS a fait accompli?*

- **Next 5-20 years:** ITI in place and integrated with existing system. **Accurate, real-time info** on conditions for system managers and users. **Electronic transactions. Electronic clearances. Integrated, intermodal logistics. Longer-term:** Continued refinement of basic systems. **Crash avoidance** with warnings/automated intervention. Extensive deployment of AHS possible by mid-century.###