

REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
NATIONAL TRANSPORTATION SAFETY CONFERENCE  
WASHINGTON, D.C.  
MARCH 3, 1999

Question on the  
order - program  
says Jolene  
Finkles was  
she in the 5-1?

Thank you, Jolene. Good afternoon. It's a pleasure to be with you <sup>over the last 2 days.</sup> today. This has been a terrific transportation safety conference and I want to commend ~~Secretary Slater~~, Administrator Jolene Molitoris and all of our Administrators and Assistant Secretaries for the fine job that they have done <sup>as our Safety Council, especially</sup> in putting this conference together. I also want to thank all of our panelists for their contributions and importantly, all of you here today -- for your dedication to the area of transportation safety and for your personal commitment to help us continue to improve safety on our nation's highways, waterways, airways, railroads and pipelines. Did I miss anything?

Over the last day and a half, we have talked about a number of the critical safety issues that are facing our transportation system. We've had an opportunity to <sup>put a very</sup> frame those issues in a very human <sup>dimension of the</sup> way thanks to the <sup>those</sup> very personal stories that we heard from Atlanta, Detroit and San Francisco. <sup>As we look at each measure numbers of</sup> <sup>Fatality, noise + performance measures,</sup> it's always important to remember that people are involved.

Martha Rich's efforts with W.A.R. Against Broken Hearts underscores how tragic the use of drugs and alcohol can be when it's combined with our transportation system. She delivered a powerful message ~~about the dangers of impaired driving and~~ that there are still too many preventable deaths each year.

Barbara Butler's campaign <sup>- based on her own experience with Ashley -</sup> ~~to make sure that the~~ families in Detroit are properly installing their child safety seats and Pat Hines' work with SAFE MOVES in San Francisco demonstrates that our work in the areas of education and training is never finished. We are fortunate to have so many "safety ambassadors" like Martha, Barbara and Pat all across the country who carry the message of safety to our nation's communities.

We also heard ~~three~~ <sup>and</sup> great success stories about how each of these cities are being proactive in the area of transportation safety ~~whether it is the IFS project in Atlanta, the AAA Road Improvement Program in Detroit or San Francisco's TURF program to reduce violence in the transit system.~~ We know that cities and communities all across the country are addressing transportation safety challenges in innovative ways.

#### Insert A

with the human faces in mind —  
we turn to the measurement of  
safety and our commitment to unequal  
performance.

Major Williams — talked about  
DC performance — pride in the progress  
they are making — but I'm going to  
share a secret with you

Major Williams remarks at  
DC Bar — pointed out that we had  
~~us~~ been here — agreed with the  
commitment — but told that audience  
that he in fact was taking credit for  
work that others had done.

That's part of Major Williams' honest  
personality — but also a fact of life  
in anyone's commitment to a performance  
~~and~~ based management system —  
and he is a strong proponent, as I am,  
of performance based management.  
Like a relay race — we  
~~us~~ need to pass the baton —  
take on new strategies — but set new  
goals — but always based

Nash measures —  
actual #'s + not rates

a performance measure we are  
committed to. It's an ongoing process —  
and it's a process that's working.

The evidence is in our  
"report cards" under the GPRA —  
and I'd like to reflect a saner view  
Secretary said yesterday to put that  
in context.

— Comment on the economy —  
86 months

— On the part, this would have  
meant bad news for safety, etc, etc

— This time it didn't — because  
of all our efforts to develop  
workable strategies. Comment  
that reducing economic growth is not one  
of these strategies.

But this means if we aren't going to  
start slipping against ~~over an~~ ~~ago~~  
~~goals~~ — ~~and~~ ~~and~~

"aggressive" — or perhaps I should say  
"progressive" — goals, ~~we~~ we need  
new ideas, new strategies ~~new~~  
new commitments. And that's what  
this conference has been about.



Now that we have identified our safety priorities, the next important step is determining how we should implement them. We need to bring these strategies directly into our performance process — identify ~~the~~ how they will enhance our ability to meet our targets or — ~~allow us to~~ — allow us to catch up our targets. When

Who needs to step up to the plate? — is it the Department of Transportation? ... the Congress? .... the transportation industry? .... technology? .... individuals? The answer is that we all need to step up to the plate -- working together we can build a safer transportation system. And now I'd like to turn this over to a vigilant advocate for transportation safety and the visionary leader of the Department of Transportation -- Secretary Rodney Slater.

As we heard yesterday,  
"Safety is a promise  
we need to keep together."

####  
we are measured — and  
we will be measured — A  
not only want to  
be ~~rated~~ rated a success but  
be able to put ~~that~~ the  
credit where it belongs —  
with you and will  
dedicated transportation  
professionals, no matter  
industry who have  
joined you in setting safety  
as our top priority.

We all need to assure each other  
that no factor will weigh more  
heavily in our minds.

But this conference is not just about identifying some of the unique <sup>and replicable</sup> approaches that communities are taking to address safety. It's about how we can leverage all of our efforts -- communities, industry, and government -- to improve the overall safety of our transportation system.

INSERT A (~~over~~)

Yesterday afternoon, we had an opportunity to focus on some of the key safety issues facing the transportation system. We heard about the effects of fatigue -- that we're not only losing precious lives in fatigue-related crashes but we're also losing billions of dollars in economic productivity.

*but this is indeed a complex issue and that*

We heard ~~you say that~~ we need to take a comprehensive approach to the issue of fatigue and include education and training as part of ~~that~~ <sup>an</sup> approach. While we all recognize the complexity of the Hours of Service Act, our challenge is to make sure that the ~~act~~ <sup>does</sup> what it <sup>they</sup> was intended to do. <sup>every user</sup> <sup>provide</sup>

*Safety for workers and for the public.*

*existing rules, standards and regulations*

In the area of drugs and alcohol, we need not only to have tough laws in place like the .08 blood alcohol content law but we also need to make sure that education about the dangers of drug and alcohol abuse <sup>is</sup> are a central component. ~~And it~~ needs to start at an early age and ~~but~~ <sup>and</sup> continue as we move into the workforce. <sup>it has to</sup>

*enlist everyone in the process.*

*Trans. Safety Conf., draft 1 (6 minutes)*

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March 2, 1999

*now effectively a worker-to-worker intervention  
never created in my former agency.*

As we approach the 21st century, the face of America is changing -- ~~we're getting older and not only that, but~~ more of us are getting older and the nature of America is changing with just-in-time delivery and changes in work and family life. Each of these present significant transportation safety challenges whether it is reducing some of the high risk behaviors associated with a growing population or simply making sure that the system provides the mobility to get us where we need to go.

Yesterday gave us a good foundation about the overall universe of the safety challenges ~~out there~~ but today is when the real work <sup>begins</sup> begins. You all have identified the key safety priorities facing the transportation system --- priorities such as .....

INSERT

and what are successful strategies have been -- technology, regulation, education and partnerships

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**TALKING POINTS**  
**DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY**  
**FORT WORTH CHAMBER CONGRESSIONAL SUMMIT**  
**WASHINGTON, D.C.**  
**MARCH 11, 1999**

- Good afternoon. It's a pleasure to be with you this afternoon to give you a brief update on our transportation agenda for this year. Last year was a great success with the passage of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) which provided record levels of investment for our surface transportation programs. In Texas alone, that translated into a 61% increase for highway funding and a 54% increase in transit funding.
- We are well into the implementation phase of TEA-21 and have issued the guidelines for nearly all of the new programs that were created by the legislation. I'll touch on a few that might be of particular interest to the State of Texas.
- **Borders and Trade Corridors Program:** will provide funds for the coordinated planning, design and construction of corridors of national significance, economic growth and international or interregional trade. Over 140 applications (33 from Texas) seeking more than \$2 billion in FY 99 funding -- only \$124 million in obligation ceiling available for the program -- we, clearly, have our work cut out for us. I'm aware of your interest in the I-35 trade corridor.



- **Transportation Infrastructure Financing and Innovation Act (TIFIA):** Innovative financing portions of TEA-21 which will help leverage the transportation investments of our state and local partners. \$81 million we propose to support TIFIA could directly leverage \$800 million in project financing and attract another two billion in state and private funding for highways and intermodal connections. Applications will be considered in late Spring and hope to make awards in September.
- **Transportation and Community and System Preservation Program (TCSP):** Received an overwhelming response -- 525 applicants (29 from TX, 1 finalist from Houston) seeking 30 times more money than is available. Demonstrates that there is clear frustration with the existing planning process and that we need to do more to link transportation to community development. Guidelines for FY 2000 applications will be published in April. In addition, we recently posted our discussion options for the environmental streamlining and planning provisions of TEA-21.
- **2000 Budget:** . President's budget included a record \$50.5 billion for transportation programs. The President's fiscal year 2000 budget is historic not just because it is the budget that will take us into the 21<sup>st</sup> century but because it is a balanced budget that makes vital investments that will help prepare us for the challenges of that new era.

- **Year of Aviation:** Recently transmitted our FAA reauthorization legislation to the Congress. Our proposal is modeled after President Clinton's best principals for reinventing government as it establishes a performance-based organization for air traffic control operations and reduces costs to taxpayers through innovative financing methods.
- **AIP & PFCs:** Record level of investment – \$8 billion over five years for the Airport Improvement Program and authority for airports to increase Passenger Facility Charges from \$3 to \$5. Expected to generate an additional \$800 million to fund capacity expansion and other airport projects. Our bill also eliminates the cap on AIP discretionary funds, letting us target projects of highest national significance. Aware that DFW is looking for funding for some runway extensions – need to get AIP program extended and work through the competitive process for an LOI.
- **Tiltrotor:** As we look at aviation in the new century, we need to continue to look at new technologies. Aware that Administrator Garvey was in Texas a few weeks ago to meet with Bell-Textron. DOT southern region representatives from all of our operating administrations are working together, reviewing a vertiport proposal and will forward their comments and recommendations to DOT Headquarters when ready.
- **Other Legislation:** Full legislative agenda – Coast Guard, hazardous materials transportation, the Surface Transportation Board and rail safety programs. Each of these programs are crucial to the Department's safety agenda.

- **Y2K:** Need to take the opportunity to plug our efforts on addressing the Year 2000 computer bug. DOT is making good progress and will be ready for the turn of the century. In fact, the Secretary is in New York today announcing the replacement of one of the FAA's Host computer systems -- a key tool for air traffic control modernization and the system is Y2K compliant. Heavily engaged in testing our systems, developing contingency plans and communicating where we are to the public. Hope you are doing the same.
- **Q&A:** I'd be happy to answer any questions you might have.

ORAL STATEMENT OF MORTIMER L. DOWNEY  
DEPUTY SECRETARY  
DEPARTMENT OF TRANSPORTATION  
BEFORE  
THE SENATE COMMITTEE ON COMMERCE, SCIENCE AND  
TRANSPORTATION  
CHARLESTON, SOUTH CAROLINA  
MARCH 12, 1999

Good morning, Mr. Chairman and Members of the Committee. I appreciate the opportunity to discuss airline competition and air service issues nationally and in this region.

Vigorous competition is the key to good service and value in any industry, and the airline industry is no exception. For our nation as a whole, airline competition has delivered good service and good value to the vast majority of air travelers over the past 20 years. But we all recognize that not every passenger, city, or region of the country has participated in the benefits of effective airline competition.



Nationally, there are eight large network passenger carriers operating over some 20 connecting hub airports that compete for passenger business, particularly in longer distance markets. Trips like Los Angeles to New York offer multiple routes and options.

These networks, however, have tended to result in regional dominance and less competition in the shorter distance markets. Fortunately, other, point-to-point, carriers have stepped in to offer competitive service in many regions. Southwest Airlines is a good example of the low-fare point-to-point competitor. A successful national system requires that both types of carriers—network and point-to-point--be encouraged.

Whether a region has competitive point-to-point service generally determines if it enjoys effective price competition. Smaller cities and rural areas are generally connected to the dominant hub in their region and tend to get frequent turbo-prop service allowing good connections to most major destinations. But because of their size and location most small communities cannot support service from more than one airline network.

All in all, this pattern helps explain the uneven distribution of effective competition. Let me focus on Charleston, South Carolina and how this region has been affected.

Charleston is among the top 80 airports in the nation, classified as a small hub based on its passenger enplanements. It is an important spoke point for several network hubs and receives nonstop service to seven other airports, down from 13 in 1978. Its major carriers include Continental, Delta, United and US Airways and service is also offered by Midway Airlines.

The airport has 22 jet departures a day, about one third less than in 1978. Total daily departures are at the same level as 1978. Average aircraft size today is about 87 seats.

Charleston does not now have a low fare competitor and its average fares are high over the distances served. This situation was eased when Continental experimented with low fare Continental Lite service in 1994.

When that service was withdrawn in 1995, average Charleston fares jumped by 35 percent and have stayed level.

Charleston has received some temporary additional service in a few markets since 1995 including brief efforts by Air South and AirTran to serve various East Coast and Mid-West markets.

Recognizing the need to ensure that all citizens receive the benefits of airline competition, the Department has a number of programs in place to encourage competition.

With respect to slots, we have used our authority to grant exemptions in order to allow new competitive operations. In the slot-controlled New York and Chicago airports, lack of access has been a significant contributing factor to the lack of new competition.

Last April, we issued a proposed competition policy in response to numerous complaints of unfair competition practices. The proposal offers a definition of certain extreme conducts that would violate current competition laws that the Secretary enforces.

We saw evidence that major airlines were responding to new low-fare competitors by flooding markets with cheap seats, a money losing strategy that makes sense only if it is designed to drive out the competitor. We are working to address the comments we have received and develop a final set of guidelines. We are also continuing, along with the Department of Justice, to monitor the competitive impact of domestic alliance proposals.

We're conducting a study to determine if any airport practices or policies are contributing to the difficulty of new entrant airlines to effectively compete.

The Department's recent FAA reauthorization proposal includes a number of legislative changes to address airline competition and rural air service issues.

Beginning September 30, 2000, our legislation would exempt the new and very quiet regional jets from the slot rule at O'Hare, LaGuardia and JFK airports. This could greatly expand jet service from many regions of the country to these important destinations.

We also propose to sunset the Department's "High Density Rule" on September 30, 2004 as it affects these same airports. We think this will benefit rural air service and competition generally.

Our legislation clarifies the major carrier's responsibilities for service by their code-sharing commuter affiliates in the event of an airline strike.

Smaller carrier efforts to establish viable services into major hubs are sometimes blocked by a dominant carrier's refusal to provide joint fares or even interline baggage agreements. We propose to require these arrangements in dominated hubs, as a means to improve access for outlying, dependent communities.

With respect to improving rural air service we have proposed a new small community aviation development program, closely tracking the program that this Committee has proposed.



There are some good signs that new competition is beginning to spread. Southwest Airlines continues to expand its services in the East. In two days they will start service into the New York area operating through MacArthur Airport on Long Island, and they announced last week that new service to Raleigh/Durham International Airport will begin in June.

And we are beginning to see a reemergence of new entry into the domestic airline industry. We hope that companies like Access Air, National Airlines and New Air will represent the beginning of a new wave of entry and competitive service.

We will continue to work with you to help to assure that airline competition will be alive and well in the years ahead.

Thank you.

STATEMENT OF THE HONORABLE MORTIMER L. DOWNEY  
DEPUTY SECRETARY  
U.S. DEPARTMENT OF TRANSPORTATION  
BEFORE A JOINT HEARING OF THE

COMMITTEE ON GOVERNMENT REFORM AND OVERSIGHT  
SUBCOMMITTEE ON GOVERNMENT MANAGEMENT, INFORMATION, AND  
TECHNOLOGY

AND THE

HOUSE SCIENCE COMMITTEE  
TECHNOLOGY SUBCOMMITTEE

MARCH 15, 1999

Chairman Horn, Chairwoman Morella, Committee Members: thank you for this opportunity to report on the Department of Transportation's efforts to solve the Year 2000 (Y2K) problem. I appear before you today fully confident that all of our vital computer systems will effectively make the transition on January 1, 2000.

Secretary Slater and I remain fully committed to meeting the Y2K challenge. Each of our ten administrators have been charged with leading the effort to fix the problems in their systems, and they are *personally* accountable for their progress. In my monthly meetings with each administrator, the first topic on the agenda is Y2K progress. Secretary Slater and I have been unwavering in our expectations for this Agency: every mission-critical system at DOT will be repaired, replaced, or retired by the 2000 deadline. *Period.* We'll also

ensure that back-ups or alternatives are available to handle contingencies and unexpected disruptions so that the public can be served with safety.

I'm sure most of you realize that OMB has classified DOT as an agency that is making limited progress, and that Congressional evaluations have continually ranked us near the bottom in government. While I understand how these determinations are made, I do not believe that these rankings are reflective of our true status, or the extraordinary effort being applied to this challenge by many dedicated DOT employees. DOT got off to a slow start on this complex task, which prevented us from meeting all of the OMB target dates. In addition, we have consistently reported that completion of the testing process for all components of the national airspace system, including comprehensive end-to-end testing, would not be possible within the target dates established by OMB.

As of February 28, 1999, 57% of the Department's 608 mission-critical systems were Y2K compliant, and since this schedule is not linear, I can report that 88% are projected to be compliant by March 31, 1999. I reconfirmed this projection last week and have been assured that it is still valid. The Federal Aviation Administration (FAA) is projecting completion of its work by the end of June 1999, at which time 99% of the

Department's systems will be compliant. The FAA has consistently met its projections to date, and I expect them to continue to do so. Our Inspector General will continue to work with the agencies to verify their reports.

The few systems projected to be completed after June belong to the U.S. Coast Guard. The Coast Guard has scheduled completion of its final system, the Valdez Vessel Traffic System, in October 1999. Due to complicated logistics and weather conditions in Alaska, it is not possible to accelerate the project any further. The Commandant has assured me that the Coast Guard will accomplish its mission, as it has on so many other occasions. I will continue to work closely with all the Administrators to ensure the success of our Y2K remediation efforts.

Even with the confidence we have that our goals will be reached, we recognize that we must prepare for the worst: system failures that could disrupt vital services. The Department is preparing comprehensive Business Continuity and Contingency Plans to ensure that vital services will continue to operate. FAA's comprehensive plan will cover not only the national airspace system, but everything that FAA does. As Administrator Garvey will explain, the planning process has drawn upon input from many industry groups, and the final version is now undergoing a thorough internal review prior to formal

publication.

The Coast Guard is also preparing a comprehensive service-wide plan which is scheduled for testing in July, as are the other operating administrations and the Office of the Secretary. In addition, we are working closely with the President's Council on Y2K Conversion and the Federal Emergency Management Agency (FEMA) to establish a coordinated crisis management capability for the days immediately preceding and following key date changes.

With respect to the broader challenges, I am serving as the Chair of the Transportation Sector Working Group under the auspices of the President's Council. We have aggressively reached out, ~~both domestically and internationally~~ <sup>domestic and international</sup>, to our transportation partners, ~~covering the entire sector~~. There has been a frank exchange of information on many levels, and from this exchange we have been able to determine several common themes regarding sector readiness:

- there is a high awareness of the problem and its potential consequences;
- there are aggressive efforts being made to combat the problem, although better progress is reported by large companies and organizations;



- predicted disruptions are relatively localized in nature but could be exacerbated by a lack of preparedness of small and medium sized organizations, or mitigated by appropriate public and private steps; and,
- there is a larger potential for international failures, adversely affecting our domestic and cross-border operations.

We will continue to work with our sector partners in each transport mode and to refine our information. We will inform the public of any potential areas of concern, both domestic and international.

In conclusion, I would like to reiterate the commitment that Secretary Slater and I have to ensuring that all DOT systems will operate properly before, during, and after the millennium change. We will keep you advised of our progress in the coming weeks.

Further, we recognize our responsibility to the traveling public and the need for us to continue our efforts to reach out to all areas of the transportation infrastructure.

Thank you. Now, I'd be happy to answer any

questions you may have about our departmental systems  
or about the transportation challenges.

REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
AMERICAN PUBLIC TRANSIT ASSOCIATION  
24<sup>TH</sup> ANNUAL LEGISLATIVE CONFERENCE  
WASHINGTON, D.C.  
MARCH 15, 1999

*You will be introduced by Richard Ruddell, General Manager of the Toledo Area Regional Transit Authority and Chair of APTA's Legislative Committee.*

Thank you, Dick. Good afternoon. It's a pleasure to be with you all this afternoon for your 24<sup>th</sup> Annual Legislative Conference. I recall six years ago sitting on your side at this event and I hope I'm still on your side.

Some of you may recall the session we held on intermodalism at your annual meeting in New York last October. It was a great opportunity to discuss how each of the operating administration's are working together to advance our One DOT corporate management strategy.

Since the session last fall was so successful – and, indeed, we got so much out of it – we were asked to put together a similar session for this conference which is why I'm joined by our Federal Aviation Administrator Jane Garvey, our Federal Highway Administrator Ken Wykle, our Federal Railroad Administrator Jolene Molitoris, our Deputy Administrator of the National Highway Traffic Safety Administration Phil Recht and our Federal Transit Administrator Gordon Linton.

Last year's discussion on intermodalism was timely given the successful passage of TEA-21. We are now well into the implementation phase -- having issued the guidelines and solicited applications for nearly all of the new programs in TEA-21. For example, the response has been overwhelming for the Job Access and Reverse Commute Program, the Border and Trade Corridor Program and the Transportation and Community and System Preservation Program. We're proud of the progress we've made so far and look forward to working with you as we fully implement TEA-21.

The purpose of today's session, however, is to focus on the new legislative agenda. The 106<sup>th</sup> Congress is well underway -- in early February, President Clinton sent to the Congress his budget for Fiscal Year 2000. It is historic not just because it is the budget that will take us into the 21<sup>st</sup> century but because it is a balanced budget that makes vital investments that will help prepare us for the challenges of that new era. But, even within his balanced budget, we found ways to continue a balanced program of investment in all transportation modes.

Our record \$50.5 billion transportation budget will, as the President says, “meet our historic responsibility to the 21<sup>st</sup> century.” For transit, that means a record \$6.1 billion budget that includes \$3.3 billion for formula grants and \$2.5 billion for capital investments. The \$980 million for new starts will enable us to meet our outstanding Full Funding Grant Agreement commitments, and also support the several new projects that we have announced. The President’s budget demonstrates his commitment to build livable communities for the 21st century communities that will ensure a high quality of life even as they support strong, sustainable economic growth.

The Congress is fully engaged in the appropriations process for Fiscal Year 2000 – in fact, each of these Administrators have had his or her turn in front of an appropriations committee this year and the Secretary will testify before the House Appropriations Subcommittee this Thursday.

Equally important is the role that the authorizing committees play in the legislative process. Coast Guard, hazardous materials transportation, STB, rail safety, and our aviation programs are all up for reauthorization. With the exception of the highway and transit programs, just about every other agency within the Department has a major program up for reauthorization.



So what? Why should the transit community be interested in the reauthorization of the Federal Aviation Administration or the Surface Transportation Board? That's exactly what we want to talk about today.

We've asked each of the Administrators here today to take a few minutes to discuss their respective agency's legislative agenda for the 106<sup>th</sup> Congress and how it relates to transit. And then we want to hear from you – your questions, your comments.

To start things off, I'd like to have Jane Garvey, the Federal Aviation Administrator, talk about the FAA's legislative agenda. Jane.....

*Note: Jane Garvey has to give a speech at the Freedom Forum on Y2K so she'll leave the session a few minutes early.*

Ken Wykle....

Jolene Molitoris....

Phil Recht .....

Gordon Linton.....

ORAL STATEMENT  
SECRETARY SLATER  
SUBCOMMITTEE ON TRANSPORTATION  
COMMITTEE ON APPROPRIATIONS  
U.S. HOUSE OF REPRESENTATIVES  
March 18, 1999

Mr. Chairman, Members of the Subcommittee: thank you for the opportunity to testify today. Please include my written statement in the record.

Our record \$50.5 billion budget is vital to keep America strong as we move into the new century. As President Clinton said in his State of the Union address, "how we fare as a nation far into the 21st century depends on what we do as a nation today."

Our 2000 budget is not just about funding concrete, asphalt and steel, but about meeting the needs of the American people.

These needs are addressed by the Department through our strategic goals of safety, mobility, economic growth, environment and security. I'd like to touch briefly on these goals.

## Safety

Our efforts to improve transportation safety are measured in terms dear to all of us -- the lives we save. Let me first say how my heart goes out to those who lost loved ones, and those who were injured, in the <sup>grade crossing crash</sup> ~~train crash~~ this week. I will do everything in my power <sup>- working with the PTSD -</sup> to ensure that the causes of this crash are identified and steps

taken to prevent them in the future.

Let me also say that you, Mr. Chairman, have worked to increase the Department's efforts on motor carrier safety. I appreciate your efforts and intend to work with you to enhance motor carrier safety.

I am working now on a budget amendment to increase the resources devoted to our motor carrier safety programs. There is a consensus that our motor carrier enforcement efforts need to be increased. We have heard this, agree with it, and will do it.

*Can't  
go to  
go with  
min?*

Annually, over 5,000 people die in crashes with heavy trucks and that is not acceptable. We will take all steps necessary to reduce these

*provide me a basis to decide*  
tragedies. I have asked former U.S.

Representative Norm Mineta to review the ways  
the motor carrier program can be improved and  
where it should <sup>best</sup> be located in the Department. *to*

*Norm doesn't think this is part of his mission*  
The 2000 budget includes a record \$3.4 *achieve its mission*  
billion for transportation safety.

Last year nearly 42,000 Americans died on  
our roads. Just a few weeks ago, we concluded a  
successful national conference on transportation  
safety which served to focus our attention and  
vision to the development of a national safety  
action plan to assure that we do better!

Today, seat belts save about 10,000 lives  
annually, but they could save more. The 2000  
budget includes additional funding to increase



seat belt use. President Clinton recently announced a new requirement for universal child safety seats, making it easier to properly install child safety seats and save our most vulnerable and most precious passengers - our children.

There were no fatal U.S. air carrier crashes last year. To remain vigilant in our aviation safety efforts, last April, Vice President Gore announced FAA's Safer Skies Agenda, which concentrates on the most prevalent causes of accidents to bring about a five-fold reduction in fatal aircraft accidents. Over \$1 billion is requested for aviation safety programs in 2000, 7 percent above current levels.

## **Mobility**

Regarding mobility, we have made great strides in transportation infrastructure investment, and the condition and performance of our bridges and highways have improved.

The 2000 budget includes a record \$36 billion in transportation infrastructure investment. This includes a record \$6.1 billion for transit programs and \$27.3 billion, 7% above this year, for the highway program.

Financing our aviation systems' needs is a critical priority and \$8.4 billion is proposed for FAA operations and modernization, 9 percent above current levels.

Amtrak financing is another key priority and we request \$571 million in Amtrak capital funding.

## **Y2K Response**

As stewards of the nation's transportation investment, one of our top priorities is to address the Y2K problem. We are making excellent progress on fixing our internal problems. We are also actively working with the transportation industry domestically and internationally.

## **Economic Growth and Trade**

Regarding economic growth, about 30 percent of economic growth is attributed to

international trade, and transportation is a critical part of international trade. Our budget recognizes that some are still not well served by our transportation system and we request \$150 million, double this year's amount, for the Job Access program.

## **Environment**

The environment must be a priority as we fund transportation programs and we request a record \$3.9 billion for DOT environmental programs.

As Vice President Gore said in announcing the Clinton-Gore Livability <sup>Initiative</sup> Agenda, "we can build an America for our children that is not just better off - but better."

*Initiative*  
The transportation component of this agenda includes a record \$1.8 billion for the Congestion Mitigation and Air Quality Improvement Program and doubling of the funding provided to the Transportation and Community and System Preservation Pilot Program, so communities can develop smart-growth plans to combat congestion and sprawl.

## **National Security**

Our national security goals of protecting our borders and keeping us from harm, really help tie us altogether. We have been carrying out these goals most effectively.

Last January I joined Coast Guard officials in Houston after they had seized nearly five tons



of cocaine, an amount that could provide one dose to every child in America. \$566 million is requested for Coast Guard drug interdiction programs so we can increase our drug interdiction efforts.

We also must remain vigilant in preventing terrorism. \$100 million is requested to purchase airport explosive detection equipment.

## **Closing**

As the President says, now is not a time to rest, but a time to build. In closing let me say that transportation excellence in the next century will depend on a transportation system that remains healthy and able to serve, and that does not obstruct -- through want of resolve or

resources -- the safe and efficient movement of people and goods. Our FY 2000 budget request, is, I believe, critical to that end.

I look forward to working with this Subcommittee and the entire House and Senate to pass a forward-looking transportation appropriations bill that moves us into the 21st Century.

REMARKS PREPARED FOR DELIVERY  
DEPUTY U.S. SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
SOUND TRANSIT GRANT ANNOUNCEMENT  
SEATTLE, WASHINGTON  
MARCH 23, 1999

*You will be introduced by Mayor Paul Schell (Note: the speaking order has not yet been confirmed.)*

Thank you, Mayor Schell, for that introduction and for all of your work on behalf of the people of Seattle. I'd also like to thank the other mayors that are here today --Mayor Brian Ebersole of Tacoma, ....., ..... Your strong commitment to this <sup>regional</sup> transit system is crucial to its success and we wouldn't be here today without your leadership.

To Paul Miller, Chair of the Sound Transit Board, and all of the other Board Members who are here today -- thank you for ~~your leadership and for~~ your continued commitment to making ~~sure that this is~~ a transit system that responds to the needs of the community.

I also want to acknowledge the tremendous efforts of your Congressional delegation -- Senators Patty Murray and Slade Gorton who each serve on the Senate Transportation Appropriations Subcommittee and work day in and day out to make sure Washington State gets its fair share of the transportation pie.

Representatives Norm Dicks, Jim McDermott, Adam Smith, Jennifer Dunn, Jack Metcalf and Jay Inslee have worked together to make sure that this particular project continues to be a priority. Their offices are represented here today -- thank you for being with us.

In the "other" Washington, there are some who recognize this Washington for its outstanding coffee, for its <sup>leading-edge</sup> ~~successful~~ information technology industry, and for its notable weather. But <sup>like many we</sup> ~~nearly~~ all recognize <sup>is</sup> the enviable quality of life <sup>that's</sup> that you enjoy out here in the Pacific Northwest, ~~which~~ <sup>that's</sup> is one of the reasons why this area has grown so much over the last several years.

But we need to be smart about growth -- we all know that the conventional answer to congestion, expensive new highways, doesn't always work. Nor, at up to \$40 million a mile, is it ~~always~~ <sup>always</sup> affordable.

This state is fortunate to have leaders with a vision of <sup>'s ability to</sup> ~~how~~ transportation <sup>can</sup> ~~can~~ improve our quality of life, and today shows they ~~have the ability to~~ <sup>can</sup> translate that vision into reality.

Nearly ~~a~~ month ago, Vice President Gore was here in Seattle to talk about the "livability agenda" that he and President Clinton have <sup>sketched</sup> set for the 21<sup>st</sup> Century. It is designed to help communities get the tools they need to preserve green spaces, enhance economic competitiveness, and improve our quality of life.

<sup>Transit is a key element in that process, and</sup>  
~~Today~~, I'm pleased to tell you that the Clinton Administration is awarding Sound Transit \$8.9 million towards the initial purchase of rolling stock for the commuter rail service that will eventually run between downtown Tacoma and Seattle.

Improvements like these are win-win propositions, and it's clear who the big winners are: the people along the Seattle-Tacoma Corridor and this entire region, <sup>you'll</sup> ~~who will~~ have better transportation and stronger economic growth, without the congestion and pollution that used to come along with that growth.

We're proud to be your partners in maintaining this area's role as one of America's leading livable communities, and we look forward to continuing that partnership.



Now, I'd like to ask Mayor Schell -..... - ..... to join me as I present this check for \$8.9 million to Paul Miller.....

*[I'll sign this check to make it official.... This is one check you can spend in all one place...]*

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REMARKS PREPARED FOR DELIVERY  
DEPUTY U.S. SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
LIFESAVERS AWARDS LUNCHEON  
SEATTLE, WASHINGTON  
MARCH 23, 1999

Thank you, Phil (Recht) for that introduction and for your leadership in safety. It is an honor for me to be here and speak to this, the premier highway safety conference in the United States.

There is strength in numbers. The sheer number of you—more than 1,300 who have gathered together to pool your knowledge, your successes, your failures, is a strong indication that you share our view that our highways can and will be safer. Making sure that smart practices and lessons learned keep others from reinventing the wheel is smart business.

***ONE DOT***

We at the DOT also believe there is strength in numbers. That's why we have committed the entire department—the whole transportation team 100,000 strong -- to making safety our primary goal. In every agency throughout the department, we are looking at ways to do things safer. Not just highway safety, but safety on the water, rail, transit, and in the air.

The world is moving forward. And we at the Department of Transportation have to be ready to make sure the world can get where it wants to go. It is our job to make sure that the children can get to school, the parents can get to work, and the goods can get to market. And we have to make sure that the American transportation system can continue to move everyone and everything--to everywhere in a 21st century world -- and do it safely.

The population is growing, and it is aging. People do not stay in one place anymore. Work is moving to the suburbs, but we still have large inner city populations. The economy -- as its recent upheaval has so painfully illustrated -- is global. Communication is global. Travel is global. And we need global answers to global questions. We need to move past single solutions to systems solutions. ONE DOT will help us do that.

What the department aims for is a transportation system that is international in reach, intermodal in form, intelligent in character, and inclusive in service--an integrated whole, seamless--interconnected, interdependent and with safety as its hallmark.

## ***Buckle Up America***

We are united with one voice on the President's seat belt initiative—I think you all are aware of it and many of you have contributed to its success.

All of the DOT modes are reaching out through their customers and partners to convince Americans to buckle up. FTA has posters in buses and metro trains all across the country. FRA has built the buckle up message into their training programs. The Coast Guard is promoting the campaign through its share of the *Safe Communities* initiative. FAA has convinced major airlines to give the buckle up messages as passengers deplane.

Every office of every DOT mode throughout the country has committed itself to working with you to improve highway traffic safety. We want to be your partners. Your issues are our issues. We share your goals.

Partnering with the Air Bag And Seat Belt Coalition has given us a united “buckle up” front. Your work and the two most recent mobilizations, according to the national Occupant Protection Usage Survey, bumped our seat belt use up 9 percentage points in less than a year. We had the May and November mobilizations in 1998, and we are looking forward to another this coming May.



## *Impaired Driving*

We are making remarkable progress in our campaign against drunk driving. In the five years immediately preceding this Administration's tenure, over 105 thousand Americans died in alcohol-related crashes. In the first five years of our Administration, this fell to less than 85 thousand, a drop of about 20 percent. But clearly we need to do more -- and we will.

The incentive grant provisions of TEA-21 offer substantial new resources that can be used to increase the use of the method long known to work best in driving drunks off the road: heavy, sustained and highly visible enforcement of the drinking driving laws. And, TEA-21 offers a wonderful incentive to states to lower the illegal limit of blood alcohol concentration to 0.08, the single most effective step we can take to accelerate our progress. Our host state, Washington, recently became the 16<sup>th</sup> state to enact .08. Congratulations to them!

## *Safe Communities*

Another thing that ONE DOT has promoted throughout the Department is Safe Communities. The community is where the problem lies and where the solutions lie. We are also working to connect Safe Communities with the Department's Livability Initiative to ensure high quality of life and strong, sustainable economic prosperity for communities across America. It does all connect, and this initiative is connected with the aspirations of the American public.

To help promote Safe Communities you asked for a marketing course. We have a four-hour long course in Safe Communities for Executives that we are testing in the Department. Then we will offer it to you for your use to reach executives in all parts of the country. You asked for it and we will deliver.

We hear stories about the success of Safe Communities. You've done well.

El Paso's first ever transnational safe communities effort drew intermodal support -- car seat safety checks for parents, demonstrations and exhibits by every transportation mode and several state and local organizations. There's a unique Border Registry Project underway to establish compatibility in the trauma registries in Juarez and El Paso. This will greatly improve both communities' ability to track their injury problems, identify their priorities and direct their resources where they can do the most good.

In an effort to address injury among Hispanics in Southern Washington, the Caminos Sanos Safe Community formed. The coalition initiated a joint effort with the agricultural industry to develop educational videos and novellas to be used in worker safety. Program topics are crash dynamics -- especially kids in pickup beds, defensive driving and worker safety around slow moving vehicles like tractors.

Perry County Safe Communities in Hazard, KY, is spreading the word that when you mix alcohol and Automobiles Expect the Worst to warn young drivers of the hazards of drinking. Local high school students helped the coalition develop billboards and produce radio PSA, design bumper stickers and t-shirts for the campaign and a mile-long parade for a kick-off event. The coalition also produced an 8-minute video to promote Safe Communities.

By mid-1995, traffic fatalities in the Wyandotte community of Northwest Oklahoma had reached an all-time high. Two major highways cut through the community, transporting more than 33,000 tourists and commercial vehicles each week, but giving rise to a dangerous situation for the tiny Wyandotte Nation, which suffered seven traffic fatalities in 1995. The Tribe responded by forming a Safe Community. Early in 1996, a survey showed a seat belt use rate of 54 percent. By late 1997, surveys showed a 72 percent seat belt use—an increase of 18 percent over a period of less than two years. In 1996 and 1997, the Wyandotte Tribe reported no motor vehicle fatalities.

Congratulations to you all on increasing that the number of Safe Communities to 550. We are on target for hitting the 1000 mark by the year 2000.

### ***Administration's Support***

It isn't just my Department that has put transportation safety at the top of our nation's priorities. President Clinton has also weighed in, making safety his top transportation priority.

He has made five radio addresses that address transportation safety: zero tolerance, buckle up, safety seats, .08. He recently announced the Universal Child Safety Seat Attachment that we believe will save more than 50 lives and 3,000 injuries to children every year when it's fully deployed.

It is obvious that you have the President's ear -- and his heart -- on this issue.

Just last year the president signed the Transportation Equity Act for the 21<sup>st</sup> Century, TEA-21. It is the largest public works legislation in the history of our nation but it is more -- safety, environment, etc. This equates to a boost in incentive grants linked to impaired driving programs, seat belt use and data and traffic record improvement. The total sum for fiscal years 1998 through 2003 is \$2.7 billion. This is money well worth spending, but it will directly contribute to several other federal priorities such as work place safety, child safety and a more Liveable America.

It is aimed at getting money to the community where the crashes are, down at the state and community level, where crashes can be prevented.



## ***Lower Numbers***

We at DOT are proud of our federal, intermodal efforts to promote traffic safety. But, if we were to look for an Oscar for our role, it would be as a supporting player -- supporting you. You are the stars.

You make the programs come alive in your states and communities.

You are the ones who are working to bring in new partners with fresh enthusiasm and new ideas to help piece together the comprehensive solutions.

You are convincing your legislators to pass the laws we need – laws to deal more effectively with drunk and drugged drivers and with motorists who fail to secure themselves or their children.

You who are leaders in law enforcement and in the courts are the ones who are making these laws work.

And all of you do something that is critical to the effort. Your “endorsement for enforcement” creates the climate of support that allows our troopers, deputies and officers to do the best job possible. I salute all of you.



Your efforts are working.

- alcohol-related fatalities have hit an all-time low
- traffic fatality rate has dropped to a record 1.6 fatalities per 100 million vehicle miles traveled
- In 1997, traffic deaths were down to under 42 thousand – nearly 20 percent below the number in 1980, and
- seat belt use has started to move up the graphs at a rapid rate.

I know that the job isn't done, but it looks like you are making a dent in traffic safety. The President has shown his interest from the top down, but it is you people on the ground floor, who really do the job of saving lives.

### *Thanks*

Your vision for safety on the highway has made the world a better place for all of us. I congratulate all of you. I wish you continued success in making our highways safer.

Now, I will turn the mike over to Dr. Ric Martinez for the awards ceremony but before I do that, I want to personally thank Ric for his leadership at NHTSA and for his strong commitment and tireless advocacy for safety. Ric.....

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590  
<http://www.dot.gov/briefing.htm>

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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
ITS MASSACHUSETTS ANNUAL MEETING  
BOSTON, MASSACHUSETTS  
MARCH 29, 1999**

Thank you Rick for that introduction, and for your strong leadership of ITS Massachusetts. It's a particular pleasure to be here because the Commonwealth is known as a birthplace of ITS. From an early group of academics, government researchers, and private sector consultants known as Mobility 2000, came what are now ITS America and ITS Massachusetts.

This Commonwealth's many transportation successes mark the beginning of a new era, transforming the roads and railroads and transit systems of our nation. Many of you here today are key players in that transformation. I commend you for your many contributions and challenge you to continue to push ahead.

As a native of Massachusetts, I look forward to this new era and what it will bring. I may date myself, but my recollections of Massachusetts transportation go back to the time when steam locomotives ran on the B and M commuter lines and when the major ITS advance was the placement of signs at what seemed like every street intersection in the region pointing the way to the soon-to-open Mystic River Bridge.

The new surface transportation bill ensures that some real successes will come along in the next six years.

TEA-21 guarantees \$198 billion in federal funding for surface transportation programs. The act authorizes \$1.3 billion directly for intelligent transportation systems -- roughly half for continued research, training, and standards development, and half for deployment.

We are committed to making intelligent transportation systems a reality nationwide. Secretary Slater has set 2006 as the target for having integrated ITS deployed in 75 of the nation's largest metropolitan areas. We look forward to working closely with our state and local partners and the private sector to make this happen. And I'm even more confident that it can happen, now that we have such substantial resources behind us.

TEA-21 has taken ITS out of the laboratory, out of the consultant's office, and into the field by providing integration incentive funding and by mainstreaming ITS funding eligibility.

**Deputy Secretary of Transportation Mortimer Downey  
ITS Massachusetts Annual Meeting**

**And the focus in our metropolitan areas will be on integration: integration among technologies and integration among jurisdictions.**

**We know that we can't get the most out of ITS if adjacent cities don't have interoperable systems, if their traveler information and traffic management networks can't "talk" to each other. TEA-21's emphasis on integration through funding, architecture, and standards will help solve this problem and lead to innovations.**

**I am announcing today that we have a solicitation out for this exact purpose. We are requesting applications by May 7 for the \$100 million that should be available for FY 2000 from the ITS Deployment Program. Applications may come from both the public and private sector.**

**The \$1.3 billion in direct ITS funding -- of which this solicitation is a part -- is only the tip of the iceberg. TEA-21 answered President Clinton's call to give states and localities much greater flexibility to transfer other federal highway and transit funds to ITS projects so they can tailor the mix of solutions that works for each area.**

**So ITS is now an eligible activity for investment through all of our major transit and highway programs, and this dramatically expands the funding potentially available to ITS. This flexibility gives states and localities more of the resources they need to deploy ITS.**

**TEA-21 also reinforces our efforts to attract private and other nonfederal governmental resources to ITS projects. Even with this bill's expanded potential for federal-aid funds, there are other sources to help fully deploy ITS nationwide.**

**In fact, the bulk of the total public/private investment must come from these other sources. This bill helps us to leverage some of those funds through continued seed money and through a new innovative financing provision: the Transportation Infrastructure Finance and Innovation Act, TIFIA, for short.**

**TIFIA will offer direct federal loans, loan guarantees, or standby lines of credit for large projects of national significance, including, at a lower project cost threshold, regional ITS implementations. This would advance capital-intensive ITS partnerships that otherwise might be delayed or not built at all.**

**Other innovative financing provisions could support ITS projects. The arrangement announced last week between the Massachusetts Turnpike Authority and a telecommunications firm to install fiber-optic communications lines is a good example. In addition to the fee for the use of the right of way, the turnpike authority will benefit from use of the fiber. This agreement will yield a minimum of \$18.5 million over the next 25 years.**

Deputy Secretary of Transportation Mortimer Downey  
ITS Massachusetts Annual Meeting

The Central Artery may be the best example of how this all can work. There is \$150 million of ITS investment in that project and not one cent has come from ITS Program funds.

The Central Artery is a massive project -- the biggest highway project in the country's history. But it is part of a larger whole -- part of a city, part of a state and part of a region. It cannot work in isolation. It's ITS systems must be integrated with the broader regional systems just as regional roadways must be connected to be useful.

A week ago, transportation and emergency service personnel here had a major incident involving a tanker truck carrying 10,000 gallons of gasoline. The successful response is a tribute to all involved, including the U.S. Coast Guard which prevented the gasoline from entering the harbor wetlands. But it could be even easier with ITS and the regional ITS incident response capability that has been proposed. Quick incident response is an easy way to maintain system capacity at its full potential.

Massachusetts always has been a leader in ITS. SmarTraveler was the first federal field operational test, and has fully met its performance goals and become a model for the nation. Travelers now can call at any time from their home, office or cellular phone for traffic reports. More than 5 million travelers a year use the service.

Boston was one of the first cities to complete an FHWA-sponsored metropolitan area deployment plan for ITS in 1993. My birthplace, the city of Springfield, has completed a similar study.

And the Central Artery/Tunnel is probably the biggest application of ITS anywhere, with intensive infrastructure for vehicle detection and surveillance, automatic incident detection, emissions monitoring, and toll collection services like the FASTLANE tollbooth I saw this morning providing non-stop service to travelers entering the Sumner Tunnel and Mass Pike.

The introduction of high-speed rail service from Boston to New York is another opportunity for ITS integration. Highway-rail grade crossing safety -- as we know from the recent crash in Illinois -- is an important issue. And we are looking to ITS solutions to help ensure the safety of high-speed rail service operating over at-grade crossings.

All these building blocks toward integration can be applied across your city, your state and your region.

ITS also will help us manage and operate what we have better, and TEA-21 marked a fundamental shift in transportation emphasis toward operations and management.

In the same way that improved air traffic control has doubled the number of planes that our aviation system can handle, so improved management systems help us make better use of our existing roads and railroads and transit lines.

**Deputy Secretary of Transportation Mortimer Downey  
ITS Massachusetts Annual Meeting**

**And improved government operations will save taxpayers money in maintenance scheduling, in motor carrier licensing and regulation, and especially in capital investment.**

**ITS can reduce transportation system life cycle costs by approximately 25 percent, which amounts to \$30 billion over the next decade.**

**ITS will create a \$340 billion market and 600,000 new jobs over the next 20 years.**

**In metropolitan areas, we know that where we need highway capacity to meet growth, ITS can cut the cost of needed capacity by 35 percent. In an era of limited resources, that is a huge savings in both dollars and environmental impact.**

**And there is a real payoff to this investment -- time saved --and where else can you buy time? We know that advanced traffic surveillance and signal control systems have resulted in travel time improvements. And freeway management systems, primarily through ramp metering, have reduced crashes by up to 50 percent while handling more traffic at speeds faster than pre-existing congested conditions.**

**We also know that ITS's benefits aren't limited to metropolitan areas. Rural areas can benefit from many ITS-based services: automatic Mayday response for faster emergency service on isolated roads, rural transit dispatching, using global positioning satellite systems, and better tourist information -- a real opportunity for Cape Cod and for the Berkshires.**

**Just as we cannot now imagine life before the computer, we soon will not be able to imagine travel before ITS.**

**But it is local initiative that drives ITS. The federal role is to help our state and local partners, not tell them exactly what to do.**

**DOT's part has been to contribute seed money for deployment, support research, help set technical standards and create an architecture, and to provide training and technical assistance to states and localities. We've invested more than a billion federal dollars in ITS. We've seen results which justify that investment, and call for more.**

**Our commitment to ITS is simple. The number one goal of the U.S. Department of Transportation is safety. And the number one safety problem in transportation is motor vehicle crashes -- autos, buses and trucks.**

**We are committed to ITS because ITS can improve safety.**



**Deputy Secretary of Transportation Mortimer Downey  
ITS Massachusetts Annual Meeting**

If all vehicles on the road were equipped with the three primary ITS crash avoidance systems, we believe one out of every six crashes could be prevented. That would avoid more than a million crashes a year, saving thousands of lives and \$26 billion in medical and other costs annually.

ITS will enhance driver performance to prevent crashes, enhance safety systems on vehicles and enhance medical response. You don't have to be a techie to understand the value of sensors warning a driver that a car in the next lane is approaching too fast and he cannot safely merge ... detecting fatigue in a truck driver and warning him that he needs to pull off the road ... or sensing a child in a school bus driver's blind spot.

We have devoted a major part of the ITS program to the Intelligent Vehicle Initiative which supports this kind of vehicular research. I urge the Massachusetts research community to become active participants in this initiative.

As I said, much of the push for the investment that will make ITS a success must come at the state and local level. So my challenge to you today is to recommit your leadership to ITS and to leverage it into future accomplishments. I encourage you to continue to work with ITS America and be involved in ITS Massachusetts.

I understand that tomorrow ITS Massachusetts is sponsoring the Department of Transportation's first course on national architecture conformity, and that a few weeks ago Massachusetts was the site of a course on ITS in transit.

I thank you for your leadership in the past, and encourage you to continue as leaders in the future.

I encourage you to continue to work with your neighbors, as you do through the I-95 corridor coalition.

And I challenge you to lead the way in operating your transportation systems so those who use it think of it as one, cohesive system.

Let me mention another matter we are all facing together. That is how we're using TEA-21 to help states and localities to deal with the Year 2000 problem -- a problem that could disrupt ITS systems and communities across the country.

The technical fix for the Year 2000 problem is straightforward, but it requires a heavy commitment of resources to evaluate computer systems and implement the necessary repairs.



Deputy Secretary of Transportation Mortimer Downey  
ITS Massachusetts Annual Meeting

Y2K repairs for ITS are eligible for federal funding through TEA-21's major highway and transit programs, just as basic ITS investments qualify. This gives states and localities access to the resources they need to make repairs so that their ITS systems will function as well on January 1, 2000, as they did the day before. Similar eligibility exists for airports to use their AIP funds.

The ITS community -- and ITS America in particular -- has been a terrific partner to DOT in addressing this situation. With only 277 days until the year 2000 -- and we are counting -- we all need to make sure that our systems are fully tested, and that the public knows that they are Y2K compliant. I want to thank you for the work you are doing and encourage you to keep it up.

We all look forward to the new millennium, but I don't think the way to greet it is by flashing all the traffic lights or scrambling the messages on our highway signs.

We've come far in ITS over the past half-dozen years of research and scores of operational tests. ITS' potential is clear to all of us. The funding and other opportunities that President Clinton and Congress included in TEA-21 shows that the nation's leadership understands ITS's promise, and has confidence that the ITS community can help to realize it.

But we must continue to work together. Let's use the available resources to continue research, to deploy integrated, interoperable technologies, and to solve the Y2K problem. If we do all this, ITS can fully realize its promise, can build public confidence and can become the self-sustaining transportation technology it needs to be.

Under TEA-21, we have the funding and the technologies we need to improve traffic and transit flow, to reduce congestion and accidents, and to reduce the cost to taxpayers and system users. With the commitment you bring to this, I'm confident that we can make all of this a reality.

Let me close by wishing you the best of luck in your efforts to build transportation systems for the new American century, to keep Massachusetts' economy strong and keep its quality of life at the high level its citizens deserve. Thank you for your attention.

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