

5.43

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
DULLES AIRPORT MAIN TERMINAL EXPANSION DEDICATION
LOUDOUN COUNTY, VIRGINIA
SEPTEMBER 5, 1996**

(Introduction to be made by Dulles General Manager James Wilding)

Thank you, Mr. Wilding. Governor Allen -- Mr. Tardio -- Mr. Clarke¹ -- I want to begin by bringing you all congratulations from President Clinton and Secretary Peña as you open the expanded Dulles Terminal.

The President has asked me to deliver the following message to you:

"Warm greetings to everyone gathered for the dedication of the expanded Main Terminal at Washington Dulles International Airport.

"America's continued economic prosperity and international competitiveness depend on our wise preparation for future challenges and possibilities.

"The farsighted leaders of the Metropolitan Washington Airports Authority have responded to this reality, and the expanded Main Terminal at Dulles Airport and the other improvements now underway reflect what can be achieved when people of vision and energy work together in a true partnership.

¹ Speaking order: James Wilding; Larry Clarke (United VP, on behalf of the airlines); Robert F. Tardio (Airports Authority Board Chairman); you; Governor George Allen.

"The expanded airport will serve as a vital foundation for the metropolitan Washington region's prosperity in the next century and for the air travel system that Americans deserve.

"I commend all those whose hard work and commitment have brought this project to completion. You have my best wishes for every future success.

"Signed, Bill Clinton."

This project is an outstanding achievement -- one that fully realizes Eero Saarinen's magnificent original vision -- and we're proud to have been your partners in making it a reality.

Major undertakings like this don't happen without partnership and foresight.

This project -- and the other airport improvements now underway all around us -- reflect our commitment to America that we will take advantage of the opportunities in the emerging global economy. From the President on down, we see that as one of our key responsibilities in a partnership.

Transportation -- the efficient movement of people and products -- will be vital to our success in the global economy.

Sound transportation will be crucial to letting us reach the world's markets efficiently and competitively -- something we must do if we're going to ensure our long-term prosperity.

Giving America the transportation systems it needs is always at the top of the federal government's priorities, and our success in aviation shows how the federal government can work for its people as a partner in economic progress.

The President helped America's airline and aerospace industries fight back from the financial ruin they were facing four years ago, pushing through regulatory reforms and technological advances to help key industries become more competitive.

He and Secretary Peña have worked hard to open up trade in international aviation services.

They've executed more than three dozen new bilateral aviation accords, including a dozen "open skies" agreements that give airlines flying the American flag the level playing field they need to develop new services overseas -- to build competitive market shares -- and to make airports like this one the busy places they ought to be.

And throughout the United States -- and especially here in the D.C. area -- the President has delivered on extensive new investment in our own transportation system -- our airports and the roads and mass transit systems which link them to our communities -- the types of investments whose fruits we see before us today.

The improvements here at Dulles International -- Washington's gateway to the world -- will stimulate new jobs and millions of dollars in expanded economic activity in Virginia -- in Maryland -- and in Washington itself through expanded travel and tourism, better cargo shipment, and increased business investment.

We're going to see the benefits of this investment today -- tomorrow -- and for generations to come.

Along with partnership, successful investment requires foresight, and this airport -- this terminal -- is a symbol of foresight.

The foresight involved in this airport expansion matches that shown by the airport's original planners and designers. It draws on the sound decision a few years ago to give the terminal building the landmark status it deserves.

It builds on the foresight of Congress in establishing an airport authority to take charge and build for the next century.

And it sets new patterns of foresight for the future with the provisions for rail access and future capacity expansion.

As we build into that future we'll maintain our partnership with you to ensure that Dulles will continue to play a leading role in supporting the Washington region's -- and America's -- prosperity. Thank you, and -- again -- congratulations!

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TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
COUNCIL OF STATE GOVERNMENTS
WASHINGTON, D.C.
SEPTEMBER 11, 1996

- * Today, I want to spend most of our time listening to your ideas and concerns and answering your questions. Before we do that, I'd like to review two big surface transportation issues: the 1997 budget and ISTEA reauthorization. You know that the House and Senate appropriations conferees are scheduled to start discussing the '97 budget today, so let me start with a few budgetary highlights.
- * First, AMTRAK. We all share AMTRAK's goal of achieving operating self-sufficiency. Doing that means upgrading AMTRAK's capital assets -- rolling stock, tracks and other facilities, such as the Northeast Corridor -- so it can attract more customers and cut its operating and maintenance costs.
- * The House bill provides no funding for the Northeast Corridor Improvement Program and only \$120 million for AMTRAK capital. That's \$176.5 million less than the President's request for capital. The Senate bill funds the President's request for the Northeast Corridor, but is still \$46.5 million less than his request for AMTRAK capital.
- * We hope that the House-Senate conferees will accept the Senate funding levels for AMTRAK and the NEC. Doing otherwise will put AMTRAK at risk of not achieving its goal of operating self-sufficiency -- and risk the loss of a vital national resource.

- * As you're all aware, the '96 budget cut transit operating aid substantially. The FTA has been monitoring this cut's impact on agencies around the country, and found substantial service reductions and fare hikes, with resulting ridership declines.
- * Transit is vital to our efforts to cut congestion and air pollution and to provide access to schools, jobs, and other necessities. That's become even more important as the new welfare reform legislation is implemented and recipients search for work.
- * That's why the President called for a 25 percent increase in transit operating aid in 1997, to \$500 million a year. However, both the House and Senate bills only maintained current funding. I hope that the conferees will reconsider, especially in light of the need to help Americans move from welfare to work.
- * The Senate bill also provides \$1.9 billion for discretionary transit capital grants, \$375 million for bus projects, \$725 million for fixed-guideway modernization, and \$800 million for New Starts. We're comfortable with these amounts, which are higher than those in the House bill.
- * However, we're concerned about the continued -- and increasing -- earmarking of transit New Start and Bus grants. That circumvents state and local planning processes, and it siphons funds from critical projects that are ready for obligation to some projects that are still in the early stages of development.

- * The Senate bill, for example, provides \$203 million to 23 projects for which funding hadn't been requested, but underfunds 17 requested new starts by \$151 million -- including projects in Baltimore and Boston. I hope that the conferees will limit such earmarking and budget more in accordance with the needs produced by sound planning.
- * Now I'd like to turn to what will be *the* issue of the coming year: reauthorization of ISTEA, the Intermodal Surface Transportation Efficiency Act, which authorizes federal highway, transit, and safety programs.
- * ISTEA's successes make it a tough act to follow. ISTEA redefined the federal role in surface transportation. It was a bipartisan effort to rebuild the infrastructure our economy depends upon.
- * It strove 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. He's 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 this decade.
- * We've also used ISTEA's flexibility to introduce innovative financing strategies through the President's Partnership for

Transportation Investment. These strategies cut red tape to attract private sector investment and to speed projects up.

- * ISTEA also gave state and local officials far greater flexibility and autonomy in how they use federal funds and strengthened the planning process to produce sound projects -- enabling states to choose the best solutions for their needs.
- * ISTEA's programs and principles have been good for American transportation, and we want to see them carried forward -- and even expanded.
- * That means 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, it's vital -- whatever our views -- that we work together. I hope that, through forums and groups such as this one, the transportation community will be able 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.
- * Now, I'd like to open up the floor -- listen to your thoughts -- and take any questions you may have.

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
CHRISTENING OF THE USCGC *KATHERINE WALKER*
MARINETTE, WISCONSIN
SEPTEMBER 14, 1996

(Introduction to be made by Captain Al Gracewski, USCG)

Mr. Gulling¹ -- Admiral Herr -- Captain Blancett -- Captain Gracewski -- Chief Warrant Officer Haley -- I want to bring you all congratulations from President Clinton and Secretary Peña as you launch the *Katherine Walker* -- the latest of the *Keeper* class of coastal buoy tenders.

After a decade without a new class of Coast Guard vessels, now we have *two* -- the *Keeper* class and the *Juniper* class of sea-going buoy tenders. And they're being built *right here in Marinette* -- the new heart of America's shipbuilding industry.

I'm proud that these new classes are being launched on our watch, because it shows this President's commitment to providing the men and women of the Coast Guard with the right tools they need to do their jobs -- even in a time of downsizing and limited budgets.

¹ Captain Al Gracewski (*Gruh-ces-kee*), emcee and officer in charge of the shipyard project. Captain Skip Blancett, Chaplain of the Coast Guard. Daniel Gulling, President and CEO of the Marinette Marine Corporation. Chief Warrant Officer John Haley, commanding officer-designate of the *Katherine Walker*.

They -- and you -- have done an excellent job within those constraints, because the *Katherine Walker* and its sisters in the *Keeper* class represent an enormous leap forward in revitalizing the Coast Guard's fleet.

Their size, speed, and advanced technology give the Coast Guard new capabilities to maintain the buoys and navigational aids that are so important in ensuring safe passage for mariners.

These vessels are also equipped to fulfill such vital Coast Guard missions as search and rescue and marine environmental protection -- enabling them to handle multiple missions in an age of downsizing.

This summer we saw how that flexibility can help the Coast Guard carry out its missions more efficiently. The first of these new vessels, the *Juniper*, was on the scene quickly at the TWA Flight 800 tragedy, and served as the command ship for the early recovery efforts.

The Coast Guard also serves here on the Great Lakes -- America's fourth coast. In fact, more than one in four Coast Guard stations nationally are right here in the 9th District, which ranges from Alexandria Bay, New York to North Superior, Minnesota.

The men and women of the 9th District -- led by Admiral Gerald Woolever -- carry out the same search and rescue, law enforcement, marine safety, and environmental protection duties as their colleagues elsewhere.

They also contend with this region's harsh and unforgiving winters, and serve as the lifeline for communities on all five lakes. Coast Guard icebreakers keep open shipping lanes for freighters and tankers, enabling continued commerce and deliveries of such necessities as heating oil.

We're proud of the dedication to duty shown by the men and women of the 9th District, and I know they have the respect and gratitude of this region's residents.

President Clinton is making sure that they can continue to fulfill their responsibilities by pushing for needed investment in new ships and other equipment. Cutters such as the *Juniper* and the *Katherine Walker* will ensure that the Coast Guard remains -- in the words of its motto -- *Semper Paratus* -- "always ready."

During today's events the focus is not only on the Coast Guard, but on the strength of the American shipbuilding industry as exemplified by Marinette Marine.

America's shipbuilders produced the finest naval fleet in history -- the ships that won the Cold War.² But the end of the Cold War sharply reduced the demand for naval vessels. Commercial orders dropped as well -- partly because of subsidized competition by foreign shipbuilders.

The impact was devastating: we went from 112,000 shipyard workers in 1980 to 70,000 when President Clinton took office. Marinette Marine dropped to just 42 employees.

The President wanted to reverse this trend. He believes that this nation needs a domestic shipbuilding capability to ensure that we can meet our national security needs.

He also believes that this nation owes a debt to the men and women of our defense industries -- whose contributions were so vital to winning the Cold War -- and that we can best honor that debt by enabling them to continue doing what *they* do best.

The opportunity is there. It's estimated that the international commercial market will need between seven and ten thousand ocean-going ships in the coming decade. President Clinton has put in place a National Shipbuilding Initiative to help the industry take advantage of this market.

² Marinette Marine was founded in 1942 to build Victory Barges. Most of its work has been for the Navy, including coastal minesweepers, tug boats, berthing barges, and other small and mid-sized work and utility vessels. Their only prior work for the Coast Guard was on two ATON (Aid-to-Navigation) barges in 1990-91.

Its strategies are simple: ending unfair overseas subsidies -- eliminating unnecessary government regulations -- giving federal loan guarantees to qualified ship buyers -- expanding overseas marketing assistance -- and converting advanced military shipbuilding technologies to civilian uses.

These strategies are working, and the result has been increased ship orders and more jobs. The workforce here at Marinette Marine, under Dan Gulling, is back up to about 600 -- and the future is bright.

We want to make sure that this progress continues. We just entered into a \$5.3 million joint venture with Marinette Marine that will let you continue developing your technologies and production methods, and lay the foundation for future success.

Under President Clinton's leadership our nation is charting a new course, restoring our heritage as a great maritime power and supporting our interests as the world's leading international trader. It's a return to our hallowed nautical traditions.

So today I salute those who protect our seas -- the men and women of the United States Coast Guard. And I salute those who sustain our traditions of excellence and craftsmanship in shipbuilding -- the men and women of Marinette Marine.

Now, I'd like to return the platform to Captain Gracewski, so we can move on to what everyone *really* came to see: the christening of the *Katherine Walker* by my wife, Joyce.

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5.40

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
FAA ASSOCIATE ADMINISTRATOR FOR
ADMINISTRATION'S AWARDS
WASHINGTON, D.C.
SEPTEMBER 17, 1996**

*(Introduction to be made by FAA Associate Administrator
for Administration Edwin A. Verburg)*

Thank you, Ed, for that introduction. On behalf of both Secretary Peña and myself, I also want to thank you for your leadership in restructuring how the FAA carries out its administrative functions. I know it hasn't been easy, but I'm proud that we're a leader in reinventing government.

Events like today's are good not simply because they let us recognize the achievements of outstanding employees, but because they remind us of how far we've come.

When President Clinton, acting on his mandate for change, announced the National Performance Review and asked Vice President Gore to lead it, he said:

"Our goal is to make the entire federal government both less expensive and more efficient ... we intend to redesign, to reinvent, to reinvigorate the entire national government."

It was just three years ago that he challenged us to improve our organization and the way we serve the public. We accepted that summons and began an intensive effort to reinvent ourselves, nowhere more aggressively than in the FAA.

And now, three years later, we *have* made real progress towards those goals. The creation of AAD was a significant step forward in building a government organization whose mission is to provide the services needed to support the best and safest aviation system in the world.

Today, we're here to celebrate those successes -- and also to challenge ourselves to keep moving forward. Success in reinventing ourselves is going to come from the efforts of those closest to our work -- from you, and me, and every other employee.

That commitment is symbolized by our Department's Strategic Plan, whose key themes include "putting *people* first." The core of what it means to put people first is to view those who receive our products and services as our *customers*. Our projects and programs are *not* ends in themselves, but ways to meet the needs of the American people.

That's why we've set service standards for our customers, just as any business does. We welcome the fact that our customers can tell us how we're doing -- because customer satisfaction *has* to be the driving force behind what we do.

Beyond adopting a more business-like approach to customer service, we're also shifting from systems in which people are accountable for following rules to systems in which they're accountable for achieving results.

We're creating a clear sense of mission and delegating the responsibility -- and the authority -- to get the job done. That's why we're setting goals -- decentralizing authority -- and empowering you to make your own decisions.

Because, if these new initiatives are to succeed, we need help from *each* of you. The effort to "transform transportation" may seem slow: the ship of state doesn't turn on a dime. But it *is* happening. It's a once-in-a-generation opportunity to improve our operations *and* to make this a better, more rewarding place to work.

Together, we're creating a work environment which truly encourages leadership, teamwork, partnership, and service -- an environment that *will* transform transportation.

Let me close by, on behalf of the Secretary, congratulating all of you who won awards -- as well as all those whose achievements were recognized by their nominations. You've set a benchmark for achievement that others can aspire to in the future.

I hope we can come together again next year to celebrate even greater progress. Now, I'd like to join Ed in presenting the first AAD Awards.

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ST. LOUIS ISTEAFORUM
ST. LOUIS, MISSOURI
SEPTEMBER 18, 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 ISTEA -- the Intermodal Surface Transportation Efficiency Act.

I'd like to thank the Federal Highway Administration and Federal Transit Administration field offices for making the arrangements for this meeting.

I want to introduce Mayor FREEMAN BOSLEY, who will speak to us in a few minutes. Mayor BOSLEY has been a strong supporter of the kind of progress made possible by ISTEA, which authorizes federal transit, highway, and safety programs through October 1997.

Although that date is still a year away, President Clinton has asked us to think about what direction the federal government's role in surface transportation should take under ISTEA's successor so that we can move quickly on re-enactment next year.

As part of this effort, we've been holding a series of forums around the country to hear how ISTEA is working, 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 with us today to hear your ideas about what that should include:

...Deputy Assistant Secretary of Transportation for Governmental Affairs JOHN HORSLEY...

...Deputy Assistant Secretary of Transportation for Policy JOHN LIEBER...

...Federal Transit Administrator GORDON LINTON...

...T. R. LAKSHMANAN, Director of our Bureau of Transportation Statistics...

...Deputy Federal Highway Administrator JANE GARVEY...

...and Associate Federal Railroad Administrator SALLY HILL COOPER.

In the audience we have several other DOT representatives, including LEE WADDLETON, Federal Transit Regional Administrator...

...ART HAMILTON, Federal Highway Regional Administrator...

...MERLYN HARDESTY, Principal Regional Inspector for the Federal Railroad Administration...

...and GERALD REIHSEN¹, Federal Highway Division Administrator.

They've come to hear your ideas. 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.

¹ Pronounced "Rye-zin."

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

The President has 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. Investment in transportation technology research and development is also at record levels.

In addition, we've used ISTEA's flexibility to introduce innovative financing strategies that build on federal funding. These strategies cut red tape to attract private sector investment and to speed projects up.

For example, here in Missouri a private telecommunications company will lay fiber-optic cable in highway rights-of-way. That cable will serve, at no cost to the state, as the backbone of Missouri's advanced traffic management and traveler information systems,

ISTEA also gives state and local officials far greater flexibility and autonomy in how they use federal funds. That has let them use highway funds for projects such as carpool lanes, transit improvements, and other initiatives that make sense for their own needs.

Finally, ISTEA has revolutionized transportation planning, enabling state and local officials to choose the best solutions for their needs, and that's the subject of this afternoon's sessions.

ISTEA's programs and principles have been good for American transportation. As we move towards reauthorization, 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 Mayor BOSLEY -- ROBERT FURMANEK², chair of the Bi-State Development Agency -- and JACK LEARY, Bi-State's Executive Director, to join me.

I also ask GORDON LINTON and LEE WADDLETON of the Federal Transit Administration to step up here.

[Once they have joined you...]

² Pronounced Fer-mun-ek. Note: John Baricevic will not attend, but may send a surrogate.

ISTEA recognized the need to minimize and mitigate transportation's impacts on the environment in order to provide a sustainable future for our children.

That's especially true for air quality. For generations the air we breathe was polluted by car, truck, and bus emissions, harming our health and our environment.

That began to change a quarter-century ago with cleaner gasoline and technological advances such as catalytic converters.

In spite of a doubling of travel since then, our air is now far cleaner. However, continuing increases in travel will offset the gains we've made unless we keep on making the kind of progress we've made since the 1970s.

ISTEA lets us do that, giving state and local officials the tools and the funding they need to keep improving our air quality. St. Louis and the Bi-State Development Agency have done their part through solutions like Metro Link and the planned Multimodal Transportation Center, and we're proud to be your partner in these initiatives.

Today, we take another step in that partnership. We're awarding Bi-State a grant of nearly \$3½ million to buy 13 new buses powered by compressed natural gas. CNG, as it's known, is among the cleanest-burning fuels, and this will let Bi-State take overaged, polluting buses off the streets.

Not only will these buses improve air quality, they'll also be cheaper to fuel and to maintain, and that will save money for both riders and taxpayers. That really defines a "win-win" situation.

We want to see these buses on St. Louis's streets as soon as possible, so I'd like to ask Administrator LINTON to present this grant to Chairman FURMANEK.

[Administrator LINTON presents oversized check. Photos with you, Mayor BOSLEY, Chairman FURMANEK, Executive Director LEARY, FTA Administrator LINTON, and FTA Regional Administrator WADDLETON.]

I want to congratulate Bi-State on its outstanding achievements, and commend the whole Gateway region for serving as America's model transportation system for the 21st century. You've shown the world the true "spirit of St. Louis."

Now, I'd like to invite Mayor BOSLEY to give us his views of ISTEA and the broader transportation issues we're addressing today. Mayor BOSLEY...?

[Mayor BOSLEY speaks.]

Thank you, Mayor BOSLEY.

[Mayor BOSLEY has the option of leaving at this point or remaining to hear the speakers. If he leaves, the following paragraph is appropriate.]

[I know that Mayor BOSLEY has other commitments this morning and needs to leave. I'd like to thank him for taking the time to join us, and for his 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 JOE MICKES³, Chief Engineer of the Missouri Highway and Transportation Department, where he directs the more than 6,000 employees who plan, build, and maintain the state's highway system. During his four decades of professional experience he's built a strong record in support of the type of sound transportation planning ISTEA promotes.

LES STERMAN is a career transportation planner and, since 1983, Executive Director of the East-West Gateway Coordinating Council. He's been involved with some of its largest and most visible projects, including the Metro Link system.

DICK FLEMING, a former colleague of mine in the Clinton Administration, was recruited in 1994 as President and Chief Executive Officer of the St. Louis Regional Commerce and Growth Association. As such, he heads up the bi-state region's chamber of commerce.

TOM PURCELL⁴ was appointed Chairman of the Wharfside Redevelopment Corporation in 1990, the latest step in a long career in the revitalization of the St. Louis area. He's here today in his role as Treasurer of the Livable Communities Campaign.

³ Pronounced Mick-us. NOTE: THIS IS A CORRECTED PRONUNCIATION.

⁴ Pronounced Per-cell.

JAMES VAN BUREN is Vice President of the Sverdrup Corporation, and is with us today as a representative of the American Consulting Engineers Council. He brings to this forum an understanding of the type of public-private cooperation that ISTEA encourages.

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INTRODUCTIONS FOR PANEL 2

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

DARREL RENSINK has served for the past eight years as Director of the Iowa Department of Transportation. He also is President-elect of AASHTO, the American Association of State Highway and Transportation Officials, with whom we expect to work closely on ISTEA reauthorization.

CHARLES DEAN has more than 40 years of experience as a consulting engineer, and is National Chairman of the Mississippi River Parkway Commission.

NETTIE SEABROOKS is Detroit's Deputy Mayor and Chief Administrative Officer, with responsibility for a variety of city departments, including the airport. Her appointment is the latest step in a career which includes 31 years with General Motors.

BILL HABIG⁵ is in his 25th year as Executive Director of the Mid-Ohio Regional Planning Commission. He's particularly well-suited to tell us how ISTEA has benefitted transportation planning.

⁵ Pronounced Hay-big.

CHRIS TULLY is Associate Counsel for the Amalgamated Transit Union, which represents over 150,000 mass transit, over-the-road, school bus, and paratransit employees, including almost 1,800 of Bi-state's employees. He's also speaking on behalf of the AFL-CIO's Transportation Trades Department.

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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 for Policy
JOHN LIEBER...

...Federal Transit Administrator GORDON LINTON...

...T. R. LAKSHMANAN, Director of our Bureau of
Transportation Statistics...

...Deputy Federal Highway Administrator JANE GARVEY...

...and Associate Federal Railroad Administrator SALLY HILL COOPER.

In the audience we have several other DOT representatives, including LEE WADDLETON, Federal Transit Regional Administrator...

...ART HAMILTON, Federal Highway Regional Administrator...

...MERLYN HARDESTY, Principal Regional Inspector for the Federal Railroad Administration...

...and GERALD REIHSEN, Federal Highway Division Administrator.

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 morning we discussed general ISTEA issues. This afternoon we'll be concentrating on transportation and planning -- an issue of special significance not only here in St. Louis and the Midwest, but around the country.

This region depends on sound transport to move its products to markets elsewhere in the U.S. and around the world.

However, growing travel demand, inadequate capacity, bottlenecks and poor connections between different forms of transportation, and an aging and deteriorating infrastructure are making it harder to do this safely and efficiently.

We can't afford all of the new or expanded highways and transit lines and airports we need, so we're looking to improved transportation planning to help us make the right decisions about where to make new transportation investments.

ISTEA recognized this, and revolutionized the transportation planning process so that it provides decisionmakers with the quality and scope of information they need to make the right choices.

This afternoon we'll hear from the members of two panels who will tell us about how ISTEA is working to support better planning.

We hope that, through forums such as today's, we'll hear some new ideas about how ISTEA's successor can do an even better job in promoting sound transportation planning.

[AD LIB ABOUT PROCESS:

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

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

INTRODUCTIONS FOR PANEL 3

Our first speaker will be BUDDY VILLINES⁶ of Little Rock, Arkansas, a Pulaski County Judge. He's also chair of the Association of Metropolitan Planning Organizations, which is holding a major conference on transportation planning here in St. Louis this week.

I've worked with TOM DOWNS for many years -- in his capacities as head of the Triborough Bridge and Tunnel Authority in New York, the New Jersey Department of Transportation, and now AMTRAK. AMTRAK has been undergoing a complete restructuring to make it more cost-effective and competitive, and Tom's been leading that effort.

SANDRA STRAEHL⁷ is Chief of Program and Policy Analysis with the Montana Department of Transportation, and is speaking on behalf of the American Association of State Highway and Transportation Officials.

HANK DITTMAR is Executive Director of the Surface Transportation Policy Project, a nationwide coalition of groups which focuses on developing and advocating policies on congestion management, air quality, and market pricing of transportation options.

⁶ Pronounced Vill-lines.

⁷ Pronounced Stray-uhl.

BARRY BARKER is Executive Director of the Transit Authority of River City in Louisville, Kentucky. TARC, as it's known, is the largest transit agency in Kentucky with 250 buses serving a population of more than 700,000.

And our last speaker of this panel will be JOE MARKING, a Senior Transportation Planner at Booker Associates. He's here today as a representative of the American Planning Association, where he serves as Treasurer of the Transportation Planning Division.

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INTRODUCTIONS FOR PANEL 4

Our final panel will be opened by BOB CUELLAR, Deputy Executive Director for Transportation Planning and Development at the Texas Department of Transportation.

ANN HENDERSON GILBERT is Executive Director of the Arkansas Transit Association. She's been active in a number of professional groups, including the Community Transportation Association of America, the South West Transit Association, and the American Public Transportation Association.

DICK CAVENDER is Executive Director of the Meramec Regional Planning Commission in Rolla, Missouri. He's with us today in his capacity as Vice President of the National Association of Development Corporations.

STEVE GAYLE is Director of the Binghamton Metropolitan Transportation Study, the metropolitan planning organization for the Binghamton, New York area.

Our last speaker today will be CHRIS BURRUSS, Director of Public Affairs for the Missouri Motor Carrier Association. He's worked closely with MPOs from around Missouri for a number of years, helping them to coordinate their freight planning efforts.

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
11TH ANNUAL ST. LOUIS BUSINESS OPPORTUNITY FAIR
ST. LOUIS, MISSOURI
SEPTEMBER 18, 1996

(Introduction to be made by Maureen Brinkley of the SBA's St. Louis office)

Thank you, Ms. Brinkley, for that introduction, and for your work with the SBA. It's one of the premier engines for community economic development in the Gateway region, and you've contributed to that success.

I'm happy to be here with you, Mr. Shapiro, Ms. Lloyd, and Mr. Richie¹, participating in this important and valuable event.

Before I begin my remarks I want to congratulate Bob Shapiro, the fair's honorary chairman, who has done such a fine job of making it a reality.

His commitment to economic growth is getting national recognition. You know, at the Southern Governors' Association meeting last week, President Clinton praised Bob's leadership in directing his division heads to help people on welfare find jobs at Monsanto. That's the kind of corporate responsibility America needs, and it deserves a round of applause. *[Lead applause.]*

¹ Robert Shapiro, CEO of Monsanto. Denise Lloyd of D. H. Lloyd and Associates, an insurance firm specializing in transportation (clients include MARTA and Dallas-Fort Worth airport). Leroy Richie, a vice president and counsel at Chrysler.

I also want to take a moment to acknowledge Gordon Linton, our Federal Transit Administrator, who's in the audience. (*Gordon?*) He's been working hard to ensure that America's workers have the transportation they need to get to their jobs. That's especially important as business leaders like Bob Shapiro work with the President to help welfare recipients find work.

In fact, one of the hallmarks of President Clinton's economic program has been to create the kind of opportunity that benefits all Americans, from the richest to the poorest.

The 1980s saw economic gains limited to relatively few Americans, but that's not been true of the past four years.

More than 10½ million new jobs -- the lowest "Misery Index" in nearly 30 years -- record highs in the stock market -- the highest rate of home ownership in 15 years -- these are evidence of economic growth that's not only strong but broadly-based.

We see that in the record number of new small businesses, including record numbers owned by women and members of minority groups -- producing prosperity today and laying the foundation for continued success tomorrow.

That's important, because the effort to make full use of the talents of America's small and disadvantaged businesses is crucial to keeping economic growth rolling and to ensuring our international competitiveness.

We saw the importance of this in the 1980s when small businesses created almost two-thirds of the new jobs in America. In the 1990s, with government fully committed to cooperation with these businesses, we will achieve far more.

We also want to expand these partnerships for other reasons. The broader the diversity of our government employment and procurement, the better off we all are.

In a rapidly-changing world with global markets, we need to bring into play fresh outlooks on every aspect of what we do. Greater diversity of cultural experiences will only serve to increase our global competitiveness in providing products or services.

Much innovative thought is going to come from small and disadvantaged businesses even if they haven't played significant roles in the past.

We at DOT and in this Administration fully comprehend the challenges these businesses face, and understand how important it is that government helps to give up-and-coming businesses the jump start they sometimes need to become vibrant parts of our economy.

We understand how their success benefits the larger community, and want to ensure that *all* entrepreneurs have a fair and equal opportunity to participate in federally-funded projects.

We've seen recently that this can be done in ways that are both effective *and* efficient. For instance, the repairs to the Los Angeles freeway system after the earthquake two years ago were completed in record time because we cut red tape in the procurement process.

But one thing we *didn't* do was reduce opportunities for minority and women-owned enterprises. In fact, they were engaged in carrying out disaster and other federal-aid work at new and higher levels of participation. Fully *38 percent* of the Los Angeles clean-up and repair work went to disadvantaged businesses.

Ensuring their participation didn't slow down necessary work one bit, and it provided many of them with the chance to show how well they could perform in a critical project in the national limelight.

We're proud of how well these projects were carried out. They demonstrated that government does work, and that it can work to the benefit of all Americans.

Our commitment to equal participation didn't start in Los Angeles, but rather in Washington the day President Clinton took office. This dedication to supporting small businesses has been one of the fundamental principles of his economic plan.

Secretary Peña ordered the Department's small and disadvantaged business programs revamped to put some teeth in them and to provide more opportunity for contracts.

Luz Hopewell, who has run both a small business and a trade association, became director of our Office of Small and Disadvantaged Business Utilization, reporting directly to Secretary Peña. She's carried out the Secretary's mandate, and has dramatically improved the way we do business.

Our bonding and lending programs have been restructured. The bonding program provides bid, performance, and payment bonds to certified DBEs performing transportation-related contracts of up to \$1 million.

Our short-term lending program provides lines of credit up to \$500,000 for companies performing transportation-related contracts.

And Luz's office has aggressively reached out to the business community around the country -- and, in fact, will be here in St. Louis on October 29 and 30, participating in the trade fair at Lambert Airport.

We've seen real results from these initiatives. Last year more than half of our direct DOT purchases were from small businesses, up nearly a third from two years earlier, and the minority business participation rate was up more than 15 percent.

We've exceeded our goals at DOT -- which actually are even higher than the government-wide goals.

We've seen similar progress in the programs we fund through grants to state and local governments, where minority business participation grew by \$300 million from 1993 to '95.

This is a good beginning. But we'll do much more, and some of it will be done as a byproduct of reforming our overall procurement system. One example is the Information Technology Omnibus Procurement, which we call ITOP.

This is one of the results of Vice President Gore's National Performance Review, and it brings to information technologies the same type of reform that's making other areas of government work better and cost less.

Red tape forced up costs for computers, software programs, and support services. Moreover, federal employees weren't always able to get the state-of-the-art products they needed when they needed them. That's something no business focused on customer service would tolerate.

That's changed, because ITOP is revolutionizing the way in which the federal government procures information technology services.

The idea behind ITOP is simple: identify broad areas of computer products and services -- combine them in a single procurement action to meet the Department's foreseeable needs over a multi-year time-frame -- and then go out and find the best suppliers of these goods and services. That's exactly the way private companies do it.

That gave us a framework within which we can purchase up to \$1.1 billion worth of services and products over the next seven years from a list of 20 major approved vendor teams -- and a total of about a hundred contractors and subcontractors spanning the industry.

By taking this action now, we won't have to repeat the lengthy, costly steps of developing new contracts each and every time we need a product or service. Instead, we can get far faster turn-around while still maintaining competition in quality and price.

This also gives us the flexibility we need to respond to changes in our needs and in what's available in the marketplace, so we won't be locked into outdated systems as technologies evolve.

Nor is use of these contracts mandatory; we still have the ability to use other vendors and other contracting methods if it becomes the smart thing to do.

There was some fear that omnibus contracts like this one could stifle participation by small and disadvantaged businesses. That hasn't been the case.

As part of this program, we've made competitive, prime contract awards to a number of highly-qualified small and disadvantaged businesses. Others are included on teams led by larger companies.

In fact, *half* of the 20 prime contract awards were to businesses classified as small or 8(a) businesses, and over half of the contractors overall were small businesses. One-third of these were 8(a) firms, a tenth were non-8(a) disadvantaged firms, and 14 percent were women-owned firms.

These firms will have to perform, just as their larger or more-established competitors will. The difference is that they now have a seat at the table, and a chance to show they can do the job. ITOP shows that efficient procurement doesn't have to mean less opportunity for these quality suppliers.

In fact, we hope that ITOP will serve as a model for purchasing reform throughout government.

It's one of the first new acquisitions awarded under the Federal Acquisitions Reform Act, and we see its focus on team-building and alliances as the prototype for the future.

I know that it's early, and that you have a long day ahead of you, so I'll finish my remarks by reiterating President Clinton's commitment to America's small and disadvantaged businesses.

The President intends to secure opportunities for these entrepreneurs to participate in our contracting.

By becoming more competitive, these businesses contribute to our nation's economy and our industrial base. Our future success, especially in the global marketplace, can only be enhanced by empowering them through opportunities to show they can deliver the products and services we need.

We'll continue to sustain fair and effective approaches to provide information, resources, and assistance to them, and we'll continue -- and even expand -- to develop the kind of innovative approaches exemplified by ITOP.

And we'll continue -- through both our direct contracting and our grants -- to promote opportunity, making any changes necessary to ensure that our programs are consistent with the recent Supreme Court ruling.

Let me close my remarks by applauding the work you're all doing, through this fair and through your daily activities, to create a climate in the Gateway region's business community that will make purchasing from small business and minority firms a normal corporate practice. You're providing a model for corporate responsibility throughout America.

Thank you for your attentiveness this morning, and best of luck in today's fair.

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**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
FIFTH NATIONAL CONFERENCE ON
METROPOLITAN TRANSPORTATION PLANNING ISSUES
ST. LOUIS, MISSOURI
SEPTEMBER 19, 1996**

*(Introduction to be made by Buddy Villines of Little Rock, Arkansas,
Chair of the Association of Metropolitan Planning Organizations)*

Thank you, Mr. Villines, for that introduction -- and for your leadership of AMPO. You've helped to expand AMPO's role as a voice for America's metropolitan planning organizations, and that's been good -- not only for our cities and their suburbs, but for all of America. We appreciate your taking the time yesterday to share your views at our forum on reauthorization.

We all know that the role MPOs play has changed dramatically over the past several years. There's a reason for that, and it's called ISTEA. I hope this is an audience in which I don't have to explain the acronym.

ISTEA, as you know, authorizes federal transit, highway, and safety programs through October 1997.

Although that date is still a little more than a year away, President Clinton has asked us to think about what direction the federal government's role in surface transportation should take under ISTEA's successor so that we can move quickly on re-enactment next year.

Past experience tells us that re-enactment will take time, so we want to get a head start on the process.

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 pushed the envelope to fully take advantage of these opportunities.

Over the past four years, the President has 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. Investment in transportation technology research and development is also at record levels.

In addition, we've used ISTEA's flexibility to introduce innovative financing strategies that build on federal funding. These strategies cut red tape to attract private sector investment and to speed projects up.

ISTEA also gives state and local officials far greater flexibility and autonomy in how they use federal funds. That has let you use highway funds for projects such as carpool lanes, transit improvements, and other initiatives that make sense for your own needs, but that wouldn't have been eligible before.

Finally, ISTEA has revolutionized transportation planning, bringing new players into the decision-making process and enabling you to choose the best solutions for your needs. I'd like to talk about that at greater length.

As our world becomes more complex and more closely integrated, sound planning to aid decision-makers in sorting out their options and making sound choices has never been more important.

Businesses, faced with growing competition at home and around the world, simply can't afford the costs imposed by an inefficient transportation system.

However, the systems they use face growing travel demand, inadequate capacity, bottlenecks and poor connections between different forms of transportation, and an aging and deteriorating infrastructure.

These conditions pose challenges that, unmet, could slow economic growth and reduce our international competitiveness.

Nor should we, as citizens and as travelers, have to endure the costs and disruptions that an inefficient system imposes on our own lives.

We depend on smooth-flowing transportation systems and seamless links between them to commute to work or school, to shop, or to provide the products we buy in stores. When these systems don't work as intended, we pay the price in lost time, higher prices, or diminished opportunity.

40 years ago, at the dawn of the Interstate Age, the solution to these problems would have been simple: build a highway -- build it along the shortest alignment from A to B -- and build it *now*.

Well, yesterday's simple solutions simply don't work anymore -- if they ever did.

We don't have the money to build all the roads we'd need, nor could we allow the environmental impacts if we *did* have the money. There's also a real question of how effective -- over the long-term -- new highway construction can be by itself.

Instead, we have to look at a whole range of transportation alternatives.

Building new roads -- or expanding the utility of existing ones -- is still a part of this, since our highway system is -- and will remain -- the backbone of our surface transportation system, carrying most of our travelers and much of our freight.

However, passenger and freight rail, mass transit, bicycles and pedestrian facilities, and other solutions are now viable options. Even in highway travel, the options have to include the use of intelligent transportation technologies to make the existing system work better.

Identifying and evaluating these various options, and recommending sound choices, is planning's role.

I have to say that planners at all levels -- in MPOs, state and local governments, in private industry, and at the federal level -- have responded well to the many demands that have been placed on them over the last several years.

Those demands stem from new ways of thinking and doing business, and many of them have been initiated by ISTEA and its companion, the Clean Air Act Amendments of 1990. Let's consider a few of them.

The advent of flexible funding and creative innovations like the Congestion Mitigation and Air Quality Improvement Program, together with the higher levels authorized by ISTEA, gives planners the ability to fund new alternatives.

At the same time, ISTEA, through its financial constraint requirements, demands realistic analysis of the costs and revenues of programs and projects, and the choices needed to match demands to realities.

ISTEA requires that we consider the impacts of transportation investments on such crucial quality-of-life factors as our natural environment, our economy, and our social conditions.

Decision-making has come out of the back room and -- with guidance from professional planners like many in this room -- is part of a participatory process properly involving elected officials, public agencies, community groups, businesses, and other stakeholders. The expanded role of MPOs themselves is directly attributable to ISTEA.

True to its name, ISTEA also moves us towards a true intermodal transportation system, and we now have to consider how to best integrate such alternatives as transit and commuter rail into a coherent, cohesive transportation system.

Other reforms brought about by ISTEA advance changes already underway, such as the use of sound technical methods and technological options in planning analysis.

Together, these changes have helped to invigorate metropolitan planning over the past five years.

I think you'll all agree that there's seldom been a time in which urban transportation planning has been more exciting or rewarding, and we have ISTEA to thank for that.

The results produced by planners nationwide during this short period reflect how well they have met the challenges put before them.

Improved financial planning, both in long-range plans and short-term investment programs...

...strategic initiatives for bringing new players into the planning process and building new partnerships...

...and better integration of transportation and air quality objectives and other community goals are successes seen across the country.

Since the planning process is the beginning -- and not the end -- of transportation investment, it's much too early to see the full impact these improvements will have on our communities.

But we should not doubt that these improvements will be real, and that we will have you -- our planners -- to thank for them.

ISTEA has been a success in many ways, and we want to build on its successes for the future.

As I noted earlier, we're well into deliberations on what reauthorization should include.

We believe that 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 you and other 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.

We also want to consider how reauthorization should affect the planning process, especially as it relates to MPOs. *(I notice that some of you are sitting up a little straighter!)*

We haven't made any final decisions about what our reauthorization proposal will include, but I can tell you some of the changes which we've heard recommended and are reviewing.

One of the key ones involves MPO structure and voting. There's no question that there's genuine concern about this, especially in regions in which MPO-central city relations are strained.

Some key players have suggested that there be mandatory representation of such stakeholders as transit interests or central cities, or that key stakeholders receive dedicated funding.

Others have called for reducing the current threshold for redesignation, currently 75 percent, in order to make it easier to change the composition of MPO boards.

Still others have asked for the federal government to require state and local governments to affirm the validity of their representational approach -- perhaps in sync with the decennial census.

We're exploring this issue now by reviewing the certification audits and other detailed analyses of MPO structure and operations that we've completed in the last few years, and that -- together with your comments -- will help us to decide which -- if any -- changes we'll recommend.

A second major issue we've been hearing about is disputes between MPOs and states over funding allocations.

We've had several proposals made. For instance: increasing funds attributable to the Surface Transportation Program -- STP.

Reducing or simplifying funding categories.

Legislating specific funding allocations to key stakeholders.

Or simply making relatively minor adjustments to the current structure, such as clarifying or eliminating project selection language included in statutes.

ISTEA currently gives both states and MPOs some leverage to settle disputes -- the states because they control the majority of funds, and the MPOs because Statewide Transportation Improvement Programs require a Transportation Improvement Program -- which MPOs must approve.

It's clear that both sides have legitimate concerns in funding. It's also clear that what we call "transparency" -- an open decision-making process and full disclosure of the amount of funds available -- is essential to sound planning and resource allocation. Although our overall position hasn't been determined, that's one principle we do support.

We also want to consider other changes that affect metropolitan areas, such as expanding the consideration of freight -- not only rail and highway but all modes -- and of high-speed passenger rail, both in the planning and funding processes.

We want to see better linkages -- conceptual and actual -- between airport plans and the surface transportation network.

Based on how they go in the 10 states that are starting pilot programs, we want to see whether state infrastructure banks should be expanded to all states -- and we want to see how metropolitan areas can play a bigger role in deciding which innovative financing projects move forward.

We want to consider how such varied ISTEA initiatives as major investment studies -- mainstreaming intelligent transportation systems in our metropolitan areas -- and the links with environmental planning are working.

And we need to reopen a dialogue about reconnecting transportation planning with general economic development and land-use planning for regions.

We're not backing away from our goals in these areas, but we want to make sure that ISTEA's current programs and requirements are working.

Other improvements and changes may be done either through reauthorization or administratively. For example, over the past several years we've dramatically stepped up our technical assistance to local transportation planners and decision-makers.

In fact, next month we're issuing an excellent new guide summarizing the many types of aid now available. All of you should be receiving it, and additional copies will be available through our FHWA and FTA division and regional offices.

We want to build on the improvements we've made in customer service by identifying -- and implementing -- ways to continue improving our program delivery and assistance, and we look forward to hearing how we can do that.

I've covered a lot of ground, and I'd like to conclude by saying that -- as we move towards reauthorization, it's vital -- whatever our views -- that we work together.

Through forums like the one we held here in St. Louis yesterday, we hope to help the transportation community reconcile its sometimes-conflicting agendas and to build the type of broad consensus that gave us ISTEA.

I hope that you, as planning and transportation professionals, will make your voices heard as we debate these issues over the coming year.

It's our responsibility, as the poet Wordsworth wrote, "to live, and act, and serve the future hour." That's both the challenge, and the exhilaration, of what we do.

Together, we can put America's transportation systems on a sound basis for the 21st century, and fulfill planning's highest purpose: to make the future one our children can be proud of.

Thank you, and best of luck during this conference.

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TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
COMMERCIAL SPACE TRANSPORTATION
DISTANCE LEARNING PROJECT WORKSHOP
WASHINGTON, D.C.
SEPTEMBER 24, 1996

*(Introduction to be made by Kelvin Coleman of the
FAA Office of Commercial Space Transportation)*

- * Thank you, Kelvin, for that introduction. I also want to thank you and Frank Weaver for the work you're doing to make America the world's leader in commercial space transportation.
- * You know, 35 years ago President Kennedy launched the initiative that sent Americans into space. Now, a generation later, President Clinton has launched the National Information Infrastructure, an initiative that will send Americans into cyberspace.
- * And -- through our support of satellites that enable the worldwide sharing of information -- we in the Department of Transportation are doing our part to help Americans make the most of the age of possibility created by the convergence of these two technology revolutions.
- * We're building on the commitment the President made last week in issuing his new national space policy, the first post-Cold War assessment of American space goals and activities.

- * That policy will stimulate private investment in the commercial space industry by committing the U.S. government to purchasing commercially-available products and services -- by offering predictable access to federal space-related hardware, facilities, and data -- and by laying the groundwork for free and fair international trade in commercial launch services.
- * We in the Department of Transportation are doing our part, but we aren't doing it alone. Today, we're celebrating a partnership that will demonstrate that satellite technology is a way to expand access to higher education resources.
- * We're proud to be working with the American Indian Higher Education Consortium -- the Hispanic Educational Telecommunications System -- the International Telecommunications Consortium -- and Digital Express.
- * The partnership we've formed is called the Distance Learning Project, and it's going to break down the barriers created by distance -- barriers that have limited the resources available to any one school and its students.
- * It's just the first step in an effort that ultimately will make the best teachers and the best libraries and other academic resources available to all students -- regardless of where they live or go to school.

- * The Distance Learning Project is part of our effort to make the President's National Information Infrastructure a reality. Just as we build highways and railroads and airports to move people and products, so we have to build a worldwide electronic communications infrastructure that can deliver information and data.
- * That's what satellites and related systems like fiber optic cable networks are doing. We're working with states and localities -- with the academic community -- and with private industry to create this network.
- * It's clear that the potential the Distance Learning Project and initiatives like it have to improve the lives of the American people is absolutely staggering. And it's clear that we're just at the beginning of this new world.
- * But we can take advantage of the opportunities it offers only if we work together. The Distance Learning Project shows the way.
- * It's not about technology for technology's sake. It's about using technology to help people work together to realize a better future for themselves and for their families. It's the kind of partnership that enables people to make the most of their own lives and opportunities.

- * Those of you who have come together to make the Distance Learning Project a reality have shown us the way, a way which offers the promise of the American Dream to all of our people.
- * Let me close by congratulating you. Now, I'm looking forward to hearing Frank Weaver tell us more about the individual projects, and then to seeing them in action.

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TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
CONGRESSIONAL TASK FORCE ON SCENIC BYWAYS
WASHINGTON, D.C.
SEPTEMBER 24, 1996

(Introduction to be made by Derrick Crandall, American Recreation Coalition)

- * Thank you, Derrick, for that introduction -- and for your work on behalf of the effort to preserve and protect our national heritage.
- * I also want to thank Congressman Farr for his efforts in establishing the scenic byways task force. In doing so, he honors the legacy of his father, California State Senator Fred Farr, who helped to establish his state's scenic byways program in the early 1960s.
- * I'd like to acknowledge the contributions of Congressman Jim Oberstar. He joined Senator Rockefeller in co-sponsoring the 1990 National Scenic Byways study, and worked for the inclusion of the scenic byways program in ISTEA -- the Intermodal Surface Transportation Efficiency Act of 1991.
- * [I'm also glad to see Congressman _____ here with us today, and look forward to his support in sustaining our commitment to scenic byways.]¹

¹ It's uncertain which -- if any -- other Members will attend. None of the individuals involved with the first round of selections is expected to attend.

- * Last week Secretary Peña announced the first round of All-American Roads and National Scenic Byways designations authorized by ISTEA -- 20 highways in 15 states from Connecticut to Colorado to California.
- * In doing so he supported President Clinton's commitment to protecting our environment while supporting economic prosperity -- a commitment I know you all share.
- * These 20 beautiful roads are outstanding examples of the rich scenic, natural, cultural, historic, and recreational qualities possessed by so many highways across our nation. They fulfill the promise that getting there can be half the fun.
- * It's important to note that these roads were nominated by the states and by federal agencies such as the National Park Service and the Forest Service, and their selections all have strong local support.
- * We can take pride in the partnerships that we've developed, and the high level of community participation that has helped to earn national -- and international -- recognition for these exceptional roads.
- * This is only the beginning of a great and continuing national effort to safeguard and cherish an important part of America's unique heritage. We're now accepting nominations for the *second* round of these designations.

- * We're protecting some of the most stunning vistas and picturesque roadways in America so that our children and grandchildren can share the same sense of pride and wonder we had as children -- and still have today.
- * Preserving these highways is vital not only because they are located in areas that are part of our heritage and because they provide access to our parks and our monuments, our forests and other valued treasures.
- * They also support tourism, which already accounts for a tenth of consumer spending and is a significant engine of prosperity around the country. The tourism they will generate is going to produce good jobs and sustainable economic development in these transportation corridors.
- * As I said earlier, the scenic byways program was made possible by ISTEA, which also authorizes federal highway, transit, and safety programs. ISTEA expires next year, and we're getting ready to propose its reauthorization to Congress.
- * I don't think I'm revealing any secrets by telling you today that we would like the National Scenic Byways Program to continue. We also want to continue funding for this program, which so far has supported improvements like scenic overlooks and tourist information displays in 37 states.

- * There are few investments we could make that will pay for themselves in so many ways, and we want ISTEA's successor to continue making them possible. We look forward to working with Congress and the members of the Scenic Byways Coalition to make that a reality.
- * I'd like to close my remarks now by again congratulating you all on a great achievement. Let's continue working together, moving forward with the additional rounds of scenic byways designations and with reauthorizing a surface transportation program which enables us to protect our nation's legacy into the 21st century. Thank you.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, September 26, 1996

Contact: Ben Langer
Tel.: (202) 366-5580

MEDIA ADVISORY

U.S. Department of Transportation Deputy Secretary Mort Downey will present plaques in recognition of Connecticut's Merritt Parkway (Route 15) and Route 169, from Lisbon to Woodstock, being designated as National Scenic Byways.

The ceremony will be held at 11:00 a.m., Friday, September 27, alongside the Merritt Parkway (Route 15), just north of the on-ramp from Routes 8 and 108 in Trumbull. In case of rain, the event will be held at the Connecticut Department of Transportation facility on Ryders Lane off Route 110 in Stratford.

Downey will be joined by Donald West, Connecticut Division Administrator of the Federal Highway Administration and Deputy Commissioner Harry P. Harris of the Connecticut Department of Transportation.

Downey was raised in Milford, Connecticut, and graduated from Yale University. Earlier in the day on September 27, Downey will address transportation and environmental policy issues at Yale University's School of Forestry and Environmental Studies. During the 1980's, following his appointment as assistant secretary for budget and programs at the U.S. Department of Transportation, Downey was executive director and chief financial officer of the Metropolitan Transit Authority (MTA).

WHO: U.S. Department of Transportation Deputy Secretary Mort Downey

WHAT: Scenic Byways Presentations for Merritt Parkway (Route 15) and Route 169

WHEN: 11:00 a.m., Friday, September 27, 1996

WHERE: Merritt Parkway (Route 15), just north of the on-ramp from Routes 8 and 108 in Trumbull. In case of rain, event will be held at the DOT facility on Ryders Lane off Route 110 in Stratford.

Media with scheduling or event logistics questions should call the Connecticut Department of Transportation at (860) 594-3060. ###

TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ENO TRANSPORTATION FOUNDATION POLICY FORUM
LANSDOWNE, VIRGINIA
SEPTEMBER 26, 1996

(Introduction to be made by Eno President and CEO Damian Kulash)

- * Thank you, Damian, for that introduction -- and for your leadership here at Eno. The Eno Foundation has been a leader in the transportation community for three-quarters of a century, and today's forum is another example of how it brings vital issues to the forefront in a timely fashion.
- * When we talk about today's topic -- the federal role in surface transportation -- we're talking about ISTEA reauthorization. We used to talk about it in an almost apologetic tone -- as if it were way too early to think about.
- * Well, ISTEA expires in, oh, 370 days -- just over a year. When you're talking about legislation the size and scope of ISTEA, 370 days is practically tomorrow. [*Ad lib about Year 2000/Year 1997.*]
- * That's why President Clinton has had us thinking about what direction the federal government's role in surface transportation should take under ISTEA's successor. We want to be prepared to move quickly on re-enactment next year so that there's no lapse in authority, and no delay in the transportation programs that keep America moving.

- * At the same time, the President wants us to consider carefully the legislation which will take our highway, transit, and safety programs into the new millennium.
- * ISTEA was a response to the challenges we face in building a transportation system for the 21st century. It redefined the federal role in surface transportation, generating resources for rebuilding the infrastructure our economy depends upon...
- * ...ensuring a balance between our transportation system and our natural environment... improving transportation safety and preventing needless deaths and injuries... and developing new technologies to improve our efficiency and global competitiveness.
- * ISTEA gave us the tools to do all of these things -- and President Clinton has pushed the envelope to fully take advantage of these opportunities.
- * Over the past four years, the President has increased investment in infrastructure and in transportation technology research and development to record highs.
- * He's also supported us as we've used ISTEA's flexibility to introduce innovative financing strategies that build on federal funding. 35 states have already taken advantage of these strategies to move ahead \$4 billion worth of projects.

- * ISTEA gave state and local officials far greater autonomy in how they use federal funds. We've supported them as they've worked to make the most of this new flexibility, supporting intermodal and freight projects that make sense, but which wouldn't have been eligible before.
- * Finally, ISTEA revolutionized transportation decision-making, bringing new players into the process. That's appropriate, because it was the constructive engagement of traditional supporters of transportation investment -- such as motor carriers -- and new players, such as environmental advocates -- which helped to make ISTEA a reality.
- * As we move towards reauthorization -- it's vital -- whatever our views -- that we continue to work together. Through forums like today's and the ones that we at DOT have sponsored around the country, we hope the transportation community will reconcile its sometimes-conflicting agendas and build the type of broad-based consensus that gave us ISTEA.
- * I hope that all of you, as transportation professionals, will make your voices heard as we debate these issues over the coming year. Together, we can put America's transportation systems on a sound footing for the 21st century. Thank you.

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**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ADDRESS TO THE YALE SCHOOL OF
FORESTRY AND ENVIRONMENTAL STUDIES
NEW HAVEN, CONNECTICUT
SEPTEMBER 27, 1996**

*(Introduction to be made by Jared L. Cohon, Dean of
the Yale School of Forestry and Environmental Studies)*

Opening

Thank you, Dean Cohon, for that introduction. It's a pleasure to be back here at Yale.

I'm always glad to return to New Haven, especially when it's not for a reunion that reminds me that it's five more years since I graduated. The fact that I have an opportunity to speak about something which is important to me makes this a special trip.

America is a diverse nation, but -- for all of our differences -- we're joined by the threads of our common goals.

If there's one commitment which defines us as Americans, it's our devotion to the beautiful land we've inherited. The preservation of our heritage enriches our lives and ennoble us as a nation.

We've made much progress over the past generation. Our air *is* cleaner, our water purer. Regal old-growth forests *are* being spared, and endangered species protected. Critical resources *are* being conserved, and scenic vistas preserved. Much has been accomplished, and yet so much more needs to be done.

If we don't continue, and even increase, our efforts, we face a future in which the world's expanding population outstrips the resources available to sustain it.

From the time of Malthus, such an ecological catastrophe has been predicted, and we see its omens daily around the world in foul air or undrinkable water and in burned-over forests or depleted croplands.

On a worldwide scale the disaster we fear has only been delayed because of our continuing efforts. As President Clinton has said, preventing that outcome demands we commit ourselves to a course of sustainable and renewable economic life.

This won't be easy. In many ways, ensuring economic prosperity that can exist with a sound environment is much harder than it was a generation ago, because the easy steps have been taken.

That's especially true for our transportation systems, most notably the automobile-dependent system America built over the past 40 years.

Because of that, the interaction of transportation systems with our environment is an issue which will dominate public debate in coming years.

That's because there is no denying that such conflicts will arise: transportation, like all human activity, can't help but affect the environment.

Fundamental Principles

We need to be guided by three fundamental principles which underlie President Clinton's commitment to ensuring that we actively enhance the environment.

First, we must avoid false choices between a sound environment and a healthy economy. There will be conflicts, and choices will have to be made.

But on a larger scale we need not choose between environmental protection and prosperity. Our environmental problems do come not from growth, but from thoughtless growth.

Sensible growth need not have adverse impacts, but will be sustainable.

And, indeed, economic growth is necessary, because only strong and prosperous nations have the latitude to make investments aimed at protecting their environment. We see that every day as developing nations sacrifice their future to save their present.

Second, we must think globally in our efforts to protect the environment. We truly are one interconnected world, and can't hide from the impacts of global problems.

For example, improved motor vehicle emissions controls and cleaner fuels have dramatically reduced urban air pollution here in America.

But these strategies have done little to address the threats of global warming and ozone layer depletion.

Nor do they even offer a permanent reduction of pollutants -- the projections are that -- at current rates -- increased travel will start to overcome technological progress early in the next decade.

We need to think of the impacts of our actions not only on our own cities, but on the regions in which they're located -- and on the nation and the world as a whole.

Third, and most critically, we must move beyond the divisions which keep us from making progress.

It's much too easy to focus on relatively narrow issues of policy or process, and to lose sight of the larger goals. Obsession with these issues can widen differences into unbridgeable chasms.

Few of us disagree that Americans want *both* mobility *and* a sound environment. But it's all too easy to see these goals as mutually exclusive, and to feel compelled to choose one or the other.

We have to look beyond bipolar perceptions of these issues, and search for solutions which further both objectives. They *do* exist.

The President's Council on Sustainable Development

Much of the work to identify them is being conducted through President Clinton's Council on Sustainable Development.

The Council brings together federal agencies -- state and local government counterparts -- and private businesses to develop these solutions and to achieve our goals for the environment.

When the President created the Council shortly after taking office, he asked it to recommend a national strategy for sustainable development that could meet the needs of the present without compromising the ability of future generations to meet their needs.

The Council has carried out a three-year effort to do this under the leadership of its Executive Director, Molly Harriss Olson -- not surprisingly, a graduate of the School of Forestry and Environmental Studies.

The Council set forth its recommendations in a landmark report it issued earlier this year, and we're working to carry them out.

Creating a New Framework for Cooperation

The Council recommended that we create a new framework for how government and business cooperate on environmental issues, and move towards a more cost-effective partnership.

For instance, we're creating a single planning, funding, and management approach for all of our surface transportation programs, instead of having separate systems for highways, for transit, for rail, and so on. That avoids redundancy and simplifies the process without compromising any of its goals.

We're also moving towards a performance-based approach to meeting specific objectives. Instead of taking a "one-size fits all" approach to protecting the environment that dictates in explicit detail how business should proceed, we're identifying standards to be met -- and then giving them the flexibility to meet those standards efficiently.

That approach also applies to our dealings with other government agencies.

For example, states wishing to build new roads are required to show that these projects will contribute towards cleaner air. We're giving them greater flexibility in how they meet the technical standards that demonstrate this.

We're also supporting ways to ensure that the real economic cost of our actions is reflected in decision-making.

That's why we've limited employer-provided tax-free parking -- one of the biggest incentives to driving alone -- and at the same time substantially increased the amount of tax-free transit subsidies employers can offer.

We've proposed ways that these economic incentives could be even more powerfully applied, such as through a cash-out of transportation subsidies, but Congress hasn't accepted that plan yet.

Strengthening Communities

The Council recommended that we strengthen the input that communities have in making investment decisions that affect their future.

We're doing that by enhancing the planning process that state and regional governments must carry out in order to use federal transportation funds. We've ensured that local governments, community groups, and residents have a voice through expanded requirements for public involvement.

These planning processes have also been changed to increase collaboration on such regional issues as land use, air quality, and watershed protection.

We also see this as a way to implement multi-jurisdictional initiatives such as new, technology-based Intelligent Transportation Systems -- but these systems will work only if different areas cooperate in the sharing of information and its use to cut congestion and pollution.

We're also acting on the Council's recommendation that our transit programs increase access to jobs, health care, schools, and other necessities.

In today's economy. with multiple job holders in families, trips become far more complex, and the old transportation strategies become more and more irrelevant.

Through our Livable Communities Initiative, we're funding projects that meet multiple needs, such as a New Jersey rail station with shops and other amenities that serve not only commuters but all area residents. The goal is to reduce trips by concentrating destinations.

We're also supporting research on Location-Efficient Mortgages. These mortgages are based on the idea that affordable, nearby transit allows homebuyers to keep their transportation costs down, freeing up money for housing.

That lets them buy a more expensive house than current lending practices allow, and provides an incentive to buy in developed areas where transit services already exist.

We're also developing ways of encouraging cities to include more multiple uses in their zoning -- and supporting the concept of environmental justice.

These strategies have in common their potential to increase the attractiveness and self-sufficiency of local communities, and thereby discourage the urban sprawl that consumes open space and wildlife habitat.

Safeguarding Natural Resources

Under President Clinton, protecting our natural resources has become a primary federal objective. The Council specifically recommended that we use a collaborative approach to make certain that we can safeguard our environment while still benefitting from economic growth.

We've been mainstreaming that recommendation through all of our programs -- including multiple stakeholders in our air and water quality improvement initiatives and cooperating with other federal and state agencies on habitat restoration.

And we're supporting increased biodiversity by examining the impacts of highways on wildlife habitats, movement, and migration patterns -- and then by disseminating this information to the states.

ISTEA

The Council's report also strongly supported the principles underlying what we call ISTEA -- the Intermodal Surface Transportation Efficiency Act -- which authorizes federal highway, transit, and safety programs.

ISTEA was a response to the challenges we face in building a transportation system for the 21st century.

It redefined the federal role in surface transportation, generating resources for rebuilding the infrastructure our economy depends upon...

...improving transportation safety and preventing needless deaths and injuries... ...developing new technologies to improve our efficiency and global competitiveness...

...and -- hardly least -- ensuring a balance between our transportation system and our natural environment.

ISTEA gave us the tools to do all of these things -- and President Clinton has pushed the envelope to fully take advantage of these opportunities -- increasing investment in transportation infrastructure and technology research and development to record highs.

He's also directed us to carry out ISTEA's environmental initiatives. For instance, ISTEA gave state and local officials far greater autonomy in how they use federal funds.

We've supported them as they've worked to make the most of this new flexibility, funding transit, bicycling, and pedestrian projects that make sense, but which wouldn't have been eligible before.

To date, more than \$3 billion of highway funds have been reallocated to transit projects alone.

ISTEA also created a host of new projects explicitly directed towards the environment: the Congestion Mitigation and Air Quality Improvement Programs, which authorizes a billion dollars a year to support carpools and similar alternatives to driving alone...

...the transportation enhancements program, which funds a variety of improvements that increase the livability of communities, such as bicycle paths and walkways and the acquisition of scenic or historic sites...

...and the National Scenic Byways program, which protects roads with outstanding scenic, natural, historic, or recreational qualities. It also funds such improvements as scenic overlooks and interpretative trails.

Secretary Peña announced the first round of National Scenic Byway designations just last week. In fact, just this morning I participated in the designations of Connecticut's two scenic byways: the Merritt Parkway and State Route 169.

Programs like these are supported by ISTEA's principles of environmental protection and community enhancement.

Indeed, in its report the Council on Sustainable Development explicitly praised ISTEA's support of planning that integrates economic development with environmental concerns, and that takes a regional approach to developing solutions.

That's important, because ISTEA expires next year, together with the programs it authorizes, and the Council's report calls for ISTEA's principles to be reaffirmed -- and expanded -- in its reauthorization.

That's why President Clinton has had us thinking about what direction the federal government's role in surface transportation should take under ISTEA's successor.

There have been calls for scaling back ISTEA's commitment to community participation in decision-making -- to a proactive planning process -- to environmental protection.

There also are those who would weaken the programs which support environmental objectives, and take away local decision-makers' authority to invest in projects which make sense for their own needs.

We think that ISTEA's principles have been good for America -- good for transportation, good for the environment, and good for our communities. We want to see them continued in the reauthorizing legislation that Congress will consider next year.

We hope that everyone with an interest in sustaining our commitment to preserving our national heritage makes his -- or her -- voice heard in the debates that will help to determine the direction we take. The stakes are high: putting us on the road to a sustainable economy in the 21st century.

Closing

Over the past four years we've renewed our dedication to ensuring that transportation enhances the environment.

We're working closely with our partners throughout the transportation and environmental communities to mainstream environmental considerations...

...and to protect and enhance not only our natural but also our cultural and historic environments, and to work towards environmental justice. These principles will guide us as we work to develop sustainable, safe, effective transportation systems.

The challenge, of course, is not to us alone, but to you as well. It's critical for a world battered by environmental and economic stresses that we adopt development strategies which honor our need to balance distinct priorities.

It's our responsibility, as Wordsworth wrote, "to live, and act, and serve the future hour." I'm confident that you'll meet your responsibilities to the future as well as any previous generation.

I thank you for your attention, and now I look forward to hearing your thoughts and answering any questions you have.

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
CONNECTICUT SCENIC BYWAYS DESIGNATIONS
TRUMBULL, CONNECTICUT
SEPTEMBER 27, 1996

(Introduction to be made by FHWA Division Administrator Don West)

Thank you, Don, for that introduction, and for your work leading the Federal Highway Administration's Connecticut office.

I'd like to thank you, Commissioner Harris, for your efforts to preserve Connecticut's heritage.

Finally, I want to acknowledge Thayer Chase, who -- more than any of the rest of us here today -- truly made this possible. The Merritt Parkway has withstood the test of time, and that's a tribute to the quality of your work.

I hope our designation creates new momentum towards preservation of your vision of a road that can respect its environment and serve travel in a fashion that is more than utilitarian.

Last week Secretary Peña announced the first round of designations for All-American Roads and National Scenic Byways. Two of them are right here in Connecticut -- the smallest state to have *two* of these roads designated.

The Merritt Parkway and State Route 169 are exactly the types of roads this program was created to protect. In safeguarding them, we're acting in accord with President Clinton's commitment to protecting our environment while supporting economic prosperity -- a commitment I know you all share.

In fact, the President has asked me to deliver the following message to you:

"Warm greetings to all those gathered to celebrate the designation of Connecticut's Merritt Parkway as one of the first National Scenic Byways.

"It is most appropriate that we give national recognition to Merritt Parkway, which is noted for its brilliant engineering and aesthetic design.

"You can be proud of the high level of community participation that helped to earn this exceptional road its designation as a National Scenic Byway.

"Successful cooperation at the federal, state, and local levels proves that, together, we can meet the transportation challenges of the 21st century.

"I join Secretary Peña in extending congratulations to everyone involved in this great national effort to safeguard and cherish a unique part of our heritage.

"You can take pride in the knowledge that we have protected for future generations -- in Connecticut and across our nation -- some of the most stunning vistas and picturesque roadways in America.

"Best wishes for a memorable celebration. Signed, Bill Clinton."

The Merritt Parkway and State Route 169 illustrate the rich scenic, historic, and recreational qualities possessed by so many highways across the country. Riding on them proves that getting there *can* be half the fun.

These designations are only the beginning of a continuing effort to safeguard and cherish an important part of America's heritage. In fact, we're already accepting nominations for the *second* round of these designations.

In doing so we're protecting some of the most beautiful roadways in America so that our children and grandchildren can share the same sense of pride and wonder we had as children -- and still have today.

[Personal ad lib on Merritt Parkway.]

Preserving highways like these and the others in this program is vital not only because they're located in areas that are part of our heritage and because they provide access to our parks and our monuments, our forests, our seashores, and other valued treasures.

They also support tourism, which already accounts for a tenth of consumer spending and is a significant engine of prosperity around the country. The tourism they will generate is going to produce good jobs and sustainable economic development.

The scenic byways program was made possible by ISTEA -- the Intermodal Surface Transportation Efficiency Act -- which authorizes federal highway and transit programs. ISTEA expires next year, and we're getting ready to propose its reauthorization to Congress next year.

The core of this legislation is in things like the National Highway System and our support for public transportation, but I don't think I'm revealing any secrets by telling you that we'd also like the National Scenic Byways designations program to continue.

We think this program, which has supported improvements like scenic overlooks and tourist information displays in 37 states, is part of the success of ISTEA and part of our obligation to support a sustainable transportation system.

There are few investments we could make that will pay for themselves in so many ways, and we want ISTEA's successor to continue making them possible. We look forward to working with Congress to make that a reality.

I'd like to close my remarks now by congratulating you all on a great achievement. Let's continue working together, moving forward with the additional rounds of scenic byways designations and with reauthorizing a surface transportation program which enables us to protect America's scenic legacy into the 21st century. Thank you.

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
TRANSPORTATION CORPS 54TH ANNIVERSARY BALL
ROSLYN, VIRGINIA
SEPTEMBER 28, 1996

*(Introduction to be made by General Boyd E. King,
U. S. Army Deputy Chief of Staff for Logistics)*

Opening

Thank you, General King, for that introduction. I'd like to bring you all greetings from Secretary Peña, who is committed -- as am I -- to continuing the close partnership between the United States Army and the Department of Transportation -- a partnership that has flourished since our Department's creation three decades ago.

That partnership is based on our mutual commitment to sustaining the transportation services and facilities critical to both our national security and our peacetime prosperity.

If America's military is going to be able to meet the 21st century's demands for the rapid projection of strategic force around the world, it needs efficient, effective transportation. We're working in partnership with you to ensure that capability is there when our forces need it.

Much of the necessary capacity would come -- as it always has -- from the armed services themselves. But we know that our military also depends on civilian transport capabilities.

Many personnel and much material travel on civilian carriers like commercial airlines and merchant ships.

And not only civilian transport but also most military transport moves on systems operated and maintained by the civilian sector -- highways, railroads, sea and airports.

It's the responsibility of the Department of Transportation -- in partnership with state and local governments and the private sector -- to ensure that the civilian transportation system is always available to meet our national security needs.

I'd like to talk about three specific areas in which we're doing this: surface transportation, our sea and airlift capabilities, and technology research and development.

Surface transportation

America has long has had the finest surface transportation system in the world, one that has enabled the Army to move troops and equipment quickly and efficiently.

At the national level, that system is the product of two generations of commitment by the Department of Transportation and its predecessor agencies, and it has no greater symbol than our 42,500 miles of Interstate Highways.

Earlier this year we celebrated the 40th anniversary of that system's legislative enactment by President Eisenhower -- legislation, incidentally, managed in the Senate by Senator Albert Gore, Sr. -- who joined his son at the celebration.

When President Eisenhower crafted that system, defense considerations were foremost in his mind.

As a young Army captain following World War I he participated in America's first transcontinental truck convoy to determine how efficiently troops could be moved cross-country.

The answer was: not very. It took two months to travel from Washington to San Francisco, and that convinced the future President that America needed a nationwide system of high-quality roads to ensure its national security. His conviction was only strengthened one war later when he saw how important the autobahns were to Germany's war effort.

Today, his vision of a first-rate road system for defense has been realized. Appropriately renamed the Eisenhower System of Interstate and Defense Highways, the Interstates have been integrated into a new National Highway System, or NHS.

The NHS's most fundamental purpose is still national defense. In addition to the Interstates, it includes the Strategic Highway Corridor Network -- vital corridors and connectors identified by the Defense Department. In fact, defense-related roads comprise about two-fifths of the total NHS.

We're committed to a partnership with state governments to maintain and, as necessary, expand those roads. That's why we've increased investment in our transportation infrastructure from less than \$18 billion a year at the beginning of this decade to an average of \$25 billion annually over the past several years -- the highest levels ever.

The Intermodal Surface Transportation Efficiency Act, known as ISTEA, authorizes federal highway and transit programs, including infrastructure investment. It expires next year, and we're preparing to propose reauthorizing legislation to Congress.

As we do so, we're going to work to sustain the investment we've made in our defense highway system over the last four decades, so that we can continue to be prepared to move America's troops and military supplies quickly and efficiently.

Overseas transport

The most difficult shipping, of course, is overseas -- and sustained overseas goods transport almost exclusively means seaborne transport. Although much of this is done through the armed services' own vessels, we also need to have a civilian sealift capability -- a capability provided by U.S.-flag commercial vessels.

We need a fleet owned by U.S. shipping companies and crewed by loyal American seafarers to carry military cargo and supplies when called for by the Secretary of Defense.

The importance of that has been seen again and again through the decades -- from World War II, when America's merchant mariners provided the critical link between our war industries and our troops and allies overseas -- to the Persian Gulf War, Somalia, and Bosnia in this decade, when civilian cargo vessels carried supplies to zones of operations.

That U.S. fleet capacity has long been at risk. Subsidized foreign competition threatened the future of America's merchant marine, and numerous fleet owners were forced to transfer their vessels overseas to remain solvent.

Secretary Peña and our Maritime Administrator, Admiral Al Herberger, proposed a Maritime Security Program to assure that we have the sealift capacity we need during wartime and national emergencies.

I'm pleased to report that, after nearly four years of debate, Congress passed our plan this week and sent it to the President for signature.

This program will provide up to a billion dollars over the next decade to maintain a fleet of up to 47 cargo ships.

Although the participating carriers still have the flexibility to operate freely in competitive world markets, they'll also have to enroll in an Emergency Preparedness Program that makes their ships available to the Secretary of Defense.

The result will be continued access to an American merchant marine for overseas shipping -- transport we can depend on.

Although much of the recent activity has been to sustain our sealift capability, I want to add that we've also worked closely with the Defense Department on airlift capacity as well.

We support the Defense Department in implementing the Civil Reserve Air Fleet -- CRAF, as it's known. Under CRAF, American air carriers voluntarily provide supplemental airlift capacity to the Defense Department in emergency situations and in wartime.

We work with Defense in advance of -- and during -- CRAF activations to determine the level of civil aviation support needed. That cooperation is going to be even more important in coming years as government-wide downsizing continues, and we rely on America's airlines to provide the margin of confidence we need.

Technology

Over the last four years we've not only sustained -- but greatly increased -- our investment in transportation technology research and development. It's now at its highest levels ever, and this is an area where we the benefits of cooperation between the military and civilian sectors are especially visible.

The end of the Cold War diminished the need for the high-tech weaponry that American scientific genius created.

However, we believe that this nation owes a debt to the men and women of our defense industries -- whose contributions were so vital to winning the Cold War -- and that we can best honor that debt by enabling them to continue doing what *they* do best.

Moreover, it's vital that we continue to sustain our defense industries' capability to produce the innovation, the scientific and technological expertise, we need.

Rather than subsidize these industries, it's far more efficient to enable them to expand to non-defense enterprises -- while maintaining their defense productivity and bringing down defense costs by commercializing products.

Doing this isn't difficult. Although there's less need for weaponry, the Cold War's end has opened up opportunities for the transformation of much of this technology into civilian use and into products for global export.

Through targeted programs like the Technology Reinvestment Project -- the TRP -- and our initiative to restore America's shipbuilding industry, we're adapting the expertise that won the Cold War and the race to the Moon to civilian purposes -- using the expertise that made smart bombs to build smart cars.

And transportation offers a variety of opportunities. Indeed, half of the TRP grants made so far have been transportation-related. For example, two of them are targeted specifically towards more efficient road construction.

Advanced space-age composite materials developed for the Stealth bomber will allow us to build bridges which can carry heavier loads more safely, but which will cost less -- and take less time -- to build.

Technology developed for detecting land mines is being converted for use in the soil compaction studies necessary for building new highways -- and that's going to accelerate testing and produce significant cost savings.

Other technologies can such as space-based Global Positioning Satellite Systems will make possible the real-time tracking of trucks and railcars. That's the same technology that tracks military cargo around the world.

Applied to civilian uses, it lets shippers know exactly where their freight is. That improves the logistics necessary for the just-in-time deliveries that are cutting manufacturing costs across America -- and cutting prices for consumers.

Radar-based technologies are being adapted to collision-avoidance systems for cars and trucks, and they'll save hundreds of lives annually when they become available early in the next decade, and will create a mass production market for what had been a high-cost military device.

These and other programs produce synergistic benefits. Civilian transportation system builders and operators benefit from technologies which cut costs and improve efficiency and safety.

And our military services benefit twice -- first through enhancements to the common transportation system we all depend on, and secondly through the maintenance of our defense technology industry.

Closing

These initiatives -- a first-class highway network, a U.S.-flag merchant marine and Civil Reserve Air Fleet, and the effort to maintain a viable, high-technology defense industry -- are only a few of the ways we're improving America's transportation system while also safeguarding national security.

I can assure you that, as we build the transportation system that will carry America into the 21st century, we will have the interests of America's armed forces -- your interests -- uppermost in our minds. We'll continue working to provide transport that meets our national security needs.

You know, the Coast Guard, America's fifth uniformed service, is the only one not under the aegis of the Defense Department. Instead, it's part of the Department of Transportation. As a former Coast Guard reserve officer, I'm familiar with its traditions -- and one of them is the flag signal "Bravo Zulu."

It means "well done," and so tonight to the men and women of the Transportation Corps I say, "Bravo Zulu." Thank you for carrying out your vital duties so well -- thank you for inviting me to participate in your celebration -- and good luck in your future endeavors.

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