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TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
WASHINGTON STATE FERRY GRANT
BREMERTON, WASHINGTON
JULY 1, 1996

* I'm happy to join Congressman Dicks here today, because he's worked so closely with those of us in the Clinton Administration to secure the federal funds that will make this project a reality.[1]

* And I want to congratulate everyone here for putting together an ingenious solution to a pressing transportation problem. This new high-speed ferry is a winner for Bremerton's economy *and* for the quality of life here, and let me tell you why.

* Throughout the country one of the biggest challenges we face is the growing amount of time it takes to travel from home to work. People are spending more and more time commuting, wasting time that would better be spent with their families and friends.

* In much of the nation the problem is highway congestion. That's obviously not the case for the Bremerton residents

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[1] Also scheduled to be present: Bremerton Mayor Lynn Horton, Washington State Ferries Director Paul Green, State Representative Karen Schmidt (Chair of the Joint Legislative Transportation Committee), State Senator Brad Owen (Chair of the Senate Transportation Committee), State Senator Betty Sheldon, and State Transportation Commissioner Alice Tawresey.

who must spend upwards of an hour each way commuting into Seattle.

* There are vessels which could make the trip faster, but the wakes they create would cause intolerable damage to the shorelines -- ruining marine habitat and waterfront properties. To prevent this the state has had to limit speeds through the passage.

* The solution is ingenious: build a completely new type of high-capacity ferry that uses water jet propulsion, special low-wake hull designs, and bow loading to enable faster speeds without harming the environment or affecting safety.

* This new design will allow the Bremerton-Seattle trip to be cut by at least a third -- 20 minutes each way -- saving daily commuters the equivalent of more than 160 hours annually. It's like getting an extra month of vacation each year.

* It's also going to make Bremerton an even more attractive tourist destination for visitors to the Puget Sound region, producing good jobs and giving the entire area's economy a boost.

* Having a project with so many diverse benefits isn't unusual here -- a region which understands that economic progress and a high quality of life *aren't* incompatible -- *but instead are linked.*

* We see that in this project, which improves residents' lives and maximizes the potential for economic growth -- without compromising the natural beauty that makes Puget Sound so special.

* That's why I'm especially pleased today to carry out one of the more pleasant duties of my office: awarding funds. Today, I'm happy to announce that the Federal Transit Administration is awarding $5 million to Washington State for the purchase of the first of a new generation of passenger ferries.

* I'd like to ask Congressman Dicks to join me in presenting this check to Paul Green. Paul, this is one time it's okay to spend it all in one place!

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ISTEA REAUTHORIZATION FORUM
PORTLAND, OREGON
JULY 2, 1996

MORNING SESSION OPENING REMARKS

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

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

As part of this effort, we've convened a series of forums to hear how ISTEA has been 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.

I'd like to offer a few thoughts of my own, but before I do so I want to thank the Oregon Department of Transportation for hosting today's event.

They're represented by Grace Crunican, their Director -- who, as most of you know, came home to Oregon after three

highly-successful years as Deputy Federal Transit Administrator. Grace, it's good to see you again.

I'd like to acknowledge Senator Mark Hatfield and Senator Ron Wyden, each of whom will be speaking to us in a few minutes.

And I'd like to introduce the federal officials who are with us today:

First, Fred Hansen, Deputy Administrator at the EPA.

And from the Department of Transportation, Deputy Assistant Secretary John Horsley -- Deputy Assistant Secretary Janno Lieber -- and Federal Highways Director of Environment and Planning Kevin Heanue.

They're all playing crucial roles in ISTEA's reauthorization, and are here today to hear your ideas about what that bill should include.

Your ideas are important, because ISTEA's successes make it a tough act to follow. It redefined the federal role in surface transportation, and was a bipartisan effort to rebuild the infrastructure our economy depends upon...

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

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

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

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

Under their leadership, and in close partnership with Congress, we've increased federal investment in infrastructure and technology to their highest levels ever, even as we've cut the deficit in half.

We're seeing the results of that investment here in Oregon -- for example, in Portland's light-rail system, which is being expanded with more than $600 million of federal transit funds.

In fact, later this morning we're going to award Tri-Met $12 million towards preliminary work on their north-south extension.

In Washington, the National Highway System created by ISTEA is helping to fund such projects as the final improvements to U.S. 395 between Pasco and Ritzville. That's going to improve safety on this road, an increasingly-important link between the Columbia River ports and the Spokane area.

We've also used ISTEA's flexibility to introduce innovative financing strategies that cut red tape to speed up projects and attract private sector investment in capital projects.

In Washington, the state will be able to defer its share of the local match on Route 520 outside of Seattle, and that's going to speed up construction of new bus and carpool lanes by a full year.

And in Idaho, ISTEA will enable the state to phase in funding for the I-84 reconstruction over a period of several years, instead of having to accumulate the full share up front. That will let work get underway far sooner.

ISTEA also has provisions to give state and local officials far greater flexibility and autonomy. We've implemented them, and also put in place improved planning processes that let these officials choose the best solutions for their needs.

For instance -- after some creative efforts by many people here today -- Oregon is using some of its ISTEA funds to support the Cascadia high-speed train -- helping to pay for the service itself as well as for connecting buses -- instead of funding only highway construction.

Under ISTEA, we've placed safety at the center of our agenda. Since ISTEA's enactment the highway fatality rate has been reduced to its lowest level in history.

Much of that progress has been due to greater use of safety belts, and Washington and Oregon -- where 80 percent-plus of the population buckles up -- are among the national leaders. ISTEA provides them with funding to enforce their belt laws and to educate drivers on the importance of using their belts.

Finally, ISTEA has allowed us to begin striking a balance between our environment and the mobility needs of our people. I'll speak more about some of the genuine success stories produced by ISTEA before this afternoon's session on the environment.

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

In fact, as we spell out in our *ISTEA Reauthorization Policy Statement and Principles brochure*, we want to see many of these principles expanded in the future --

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

-- leveling the playing field so that projects can be chosen on their merit, rather than on whether they happen to fall into some fixed category --

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

As we move towards reauthorization of our surface transportation programs, it's vital -- whatever our views -- that we in the transportation community 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 our programs on a sound basis for the 21st century.

Doing that will let us provide future generations with a transportation system that is even safer, more environmentally-sound, and more efficient than today's.

And now, I'd like to introduce Senator Mark Hatfield. Senator Hatfield is at the close of another phase in his distinguished career, and the Senate will be a lesser place for his departure.

During his tenure he's been a strong supporter of sound transportation, having fought for everything from high-speed rail in the Cascadia corridor to light-rail here in Portland.

The Senator, of course, isn't a member of the President's political party, but we in the Clinton Administration have found him to be completely nonpartisan in his efforts to build an outstanding regional transportation system here in Oregon. We're proud to have been his partner.

Senator...?

[Senator Hatfield speaks]

Thank you, Senator Hatfield. Now, I'd like to ask Senator Wyden to speak. As you know, until recently he was a Congressman from Oregon's Third District here in Portland. During his eight terms in the House he built an outstanding record, and formed a firm partnership with those of us in the Department of Transportation. We're looking forward to building on that partnership now that he's in the Senate;

Senator...?

[Senator Wyden speaks]

Thank you, Senator. I'd like to introduce CHARLIE HALES. Charlie is a Portland City Commissioner, and -- in just his second term -- is building a reputation as a thoughtful observer of transportation infrastructure and land use issues.

His work builds on the experience he gained during eight years as Staff Vice President for the Home Builders Association of Metropolitan Portland, the housing industry's local non-profit association. Charlie...?

[Charlie Hales speaks]

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

INTRODUCTIONS FOR PANEL 1

Our leadoff speaker is Clackamas County Commissioner ED LINDQUIST. Ed represents a unique mix of urban and rural areas, and that's given him a sound understanding of how to balance the needs of very diverse communities.

CLAYTON HERING, President of Norris, Beggs, Simpson Northwest Limited Partnership, has long been active in Portland's public life, holding positions with Portland Board of Realtors, the Chamber of Commerce, and other organizations.

MIKE THORNE is the Executive Director of the Port of Portland, the second oldest port authority on the West Coast. He's also Chairman of the American Association of Port Authorities, the industry's leading voice.

CHARLES ARMSTRONG, Chairman of the America Oregon, has been active in civic life here in Portland. He's been a leader in such organizations as the Oregon Economic Development Commission, which he chairs, and the Association for Portland Progress.

Finally, my friend GRACE CRUNICAN, the new Director of the Oregon Department of Transportation...

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INTRODUCTIONS FOR PANEL 2

Before the second panel begins, I'd like to introduce its members.

State Representative KAREN SCHMIDT of Bainbridge Island, Washington, is Chair of the Washington State Legislative Transportation Committee.

SID MORRISON is Secretary of the Washington Department of Transportation, and he brings to this conference a diverse intermodal background. His agency is responsible not only for highways but also for waterways -- operating the nation's largest ferry system.

DWIGHT BOWER, Director of the Idaho Department of Transportation, is a long-time leader in transportation issues, and his interests aren't limited to highways. Under his leadership, Idaho is moving towards the development of a modern, balanced, and integrated multi-modal network.

KENNETH WEBSTER is Executive Director of the Intertribal Transportation Association, a position he has held since his election last December. As Executive Director he's been applying the experience he gained working on such initiatives as the Indian Reservation Roads Program and the Local Technical Assistance Program Strategic Working Group.

ROLAND DEWHURST is the Southern Regional Manager of the Associated General Contractors of Washington, which is one of the leading construction federations in the Northwest.

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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've convened a series of forums to hear how ISTEA has been 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.

I'd like to reintroduce the Department of Transportation officials who are with us today to hear your ideas:

Deputy Assistant Secretary John Horsley -- Deputy Assistant Secretary Janno Lieber -- and Federal Highways Director of Environment and Planning Kevin Heanue.

This morning, we focused on more general ISTEA issues. This afternoon we'll be discussing transportation and the environment -- an issue of special significance here in the Northwest.

A generation ago this region's natural beauty produced some of America's earliest environmental movements, and they -- in partnership with government and business -- have succeeded in sustaining both a thriving economy and an outstanding quality of life.

Transportation plays a special part in all of this. The efficient, economical movement of people and products is crucial to prosperity, especially in the open spaces of the west. At the same time, transportation -- like all human activity -- affects the natural environment.

The harm that transportation can do wasn't always recognized until relatively recently -- and strategies that can efficiently mitigate that harm weren't developed until later.

The progress since then has been striking: cars and fuels are now more than 90 percent cleaner than they were a generation ago.

In spite of a doubling of travel since then, carbon monoxide and smog precursors have both been cut by nearly a quarter and lead has been virtually eliminated as an air pollutant.

Effective steps to preserve wetlands -- to improve water quality -- and to preserve open space have become a reality.

Despite this progress, there's much to be done; we can't rest on our laurels.

First, we have to continue the steps that have enabled our progress -- or their equivalent -- so that we don't slip back. Meeting a goal doesn't mean that we can suddenly stop doing the things that enabled our success in the first place.

Second, we have to work to offset the impacts produced by a growing population -- a thriving economy -- and increasing travel. We've been doing that, but we've already taken the easiest steps and need to explore efficient ways of continuing to mitigate the effects growth.

President Clinton believes that we *can* do this -- that we *can* have it all -- both a healthy economy *and* a healthy environment.

We have to do two things. First, we have to develop innovative strategies that encourage us to use alternatives to driving alone. Portland -- and the entire Northwest -- have been the national leaders in designing alternatives that enhance people's ability to get where they need to go.

Second, we have to recognize the reality that private cars and trucks will continue to be the backbone of our transportation system. That means we have to support further advances in fuels and automotive technology -- everything up to zero-emission vehicles.

ISTEA has promoted these efforts. We've already heard numerous examples today of how ISTEA has provided expanded investment for in new highways and bridges.

What's not heard as often is how ISTEA provided the first direct links between transportation and environmental planning, and how ISTEA has supported projects and programs that improve air and water quality.

For instance, under ISTEA we've entered into a partnership with the Oregon Department of Transportation and the Thousand Friends of Oregon to improve our efforts at transportation and air quality planning by linking them with land use decision-making. That will give us a the bigger picture, and point the way to viable solutions.

CMAQ -- which is not the latest fish sandwich from McDonald's but the Congestion Mitigation and Air Quality Improvement Program -- was another of ISTEA's innovations.

It's the most flexible of the federal transportation funding programs, supporting a wide range of projects that cut congestion and pollution.

CMAQ has provided more than $3.3 billion across America over the past four years for everything from the Cascadia high-

speed rail service to the Columbia Slough[1] rail bridge to bike facilities here in Portland.

Finally, ISTEA has supported a variety of projects that improve the quality of life through such programs as transportation enhancements and scenic byways.

The Mountains to Sound Greenway in Washington State and the reclamation of trails in Vancouver, Washington are just two examples that show transportation is no longer just about asphalt and concrete.

So ISTEA's successes are clear, as is the promise it holds for the future of surface transportation. This afternoon we'll hear from the members of two panels who will tell us about how ISTEA is working.

We hope that, through forums such as today's, we'll hear some new ideas about how ISTEA's successor can continue to promote a sound environment.

As we develop policies and programs that better link transportation and the environment, we'll do so with the Environmental Protection Agency.

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[1] Pronounced "slew." The local share is being provided by the Port of Portland and Burlington Northern. Last June the Secretary participated in an event centered around the signing of an enabling agreement between the Port and BN.

Over the years we've built a close working relationship with the EPA. Everything from the CMAQ program to conformity to the development of transportation control measures has been developed jointly with them, and we look forward to continuing to strengthen our partnership.

Since the environment is the focus of this afternoon's session, it's appropriate that we hear from my counterpart at the federal agency charged with protecting our natural heritage.

Fred Hansen brings his perspective as a national leader in environmental affairs to today's discussion, and he also brings something else: the outlook of an Oregonian, one who led the Oregon Department of Environmental Quality for a decade.

I look forward to hearing his thoughts. Fred...?

[MR. HANSEN SPEAKS]

Thank you, Fred.

We have two special guests before we begin our afternoon panel, and I'd like to introduce them.

CONGRESSWOMAN FURSE

Our first speaker is Congresswoman Elizabeth Furse. In just her second term, Congresswoman Furse has become known for her concern for transportation and quality-of-life issues.

For example, she worked closely with us and the other members of Oregon's Congressional delegation to get funding for the Westside Light Rail Project and authorization for a Hillsboro extension. We're glad to have been her partners in these and other matters.

Congresswoman...?

[Congresswoman Furse speaks]

Thank you, Congresswoman.

CONGRESSMAN BLUMENAUER

Our second speaker is Congressman Earl Blumenauer. Our local attendees know the Congressman very well. Until May he served as a Portland City Commissioner, and had built a national reputation as a pragmatic visionary who worked to place environmental quality at the top of this region's agenda.

He recently was elected to fill the seat vacated by Senator Wyden, and I'd like to congratulate him on his victory. We're looking forward to hearing his views. Congressman...?

[Congressman Blumenauer speaks]

Thank you, Congressman. Now I'd like to introduce the members of our first panel.

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INTRODUCTIONS FOR PANEL 3

Our first speaker is BOB YUHNKE, Counsel to the Task Force on Transportation and the Environment. Bob is a long-time leader in the environmental community, and was instrumental in developing both ISTEA and the Clean Air Act Amendments of 1990.

MARK PISANO has been Executive Director of the Southern California Association of Governments for two decades. SCAG, as it's known, is the metropolitan planning organization for the greater Los Angeles area, and is a national leader in making the links between mobility and air quality.

MIKE BURTON is the Executive Officer of Metro here in Portland, one of the most innovative MPOs in the nation. He's going to speak about CMAQ, which Oregon has used to implement sensible transportation improvement projects.

SUSAN BRODY, the Vice Chair of the Oregon Transportation Commission, is going to focus on a topic in which Oregon is a national leader: controlling the rate of growth in vehicle miles traveled while still providing the mobility we need.

KEITH BARTHOLOMEW is with the 1000 Friends of Oregon, and he's the manager of a project which my Department has supported -- LUTRAQ. That's an acronym for "land use-transportation-air quality," the cooperative project I mentioned

earlier. It's the national pacesetter in exploring the links between these concerns and developing strategies to mitigate their impacts.

Finally, BOB DREWEL is the Executive of Snohomish County, Washington. He also is Transportation Policy Board Chair of the Puget Sound Regional Council and Chair of the Regional Transit Authority.

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INTRODUCTIONS FOR PANEL 4

Our final panel is opened by CONNIE NIVA, Chair of the Washington State Transportation Commission and a long-time expert on water quality issues. She'll be focusing on wetlands, one of the more sensitive environmental issues.

JOHN TRENT is President of the National Association of County Engineers and Public Works Director for Pierce County, Washington. In an example of the progressive thinking that this region is noted for, John's responsibility includes two major divisions: Transportation and Environmental Services. Many of us in both fields who have tried to coordinate policy-making envy that unified approach.

SUZIE STEPHENS is Executive Director of the Northwest Bike Federation, and she brings to this forum an extensive background in transportation and in the type of consensus-building that's so vital to ISTEA's reauthorization.

DUANE BERENTSON is the President of the Washington Transportation Policy Institute -- a former member of the leadership in the Washington State House of Representatives -- and a retired state Secretary of Transportation.

GRANT JONES, founder of the Seattle-based architectural firm of Jones and Jones, is a nationally-recognized expert on integrating visual and natural resources assessments into sensitive transportation planning and design projects.

In all of what we do it's important to remember the interests of the users of our transportation system. Our final speaker today is DONALD LEMMONS, President of Interstate Wood Products, a highly-successful wood products firm that operates 50 trucks in Washington and Oregon.

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
SOUTH-NORTH LIGHT RAIL GRANT
PORTLAND, OREGON
JULY 2, 1996

Thank you, Mr. *(Mike)* Burton -- for that introduction, and for your leadership at Metro. I'm also happy to join Senator Hatfield and Senator Wyden, who have done so much over the years to ensure that Portland's light rail system has received the support it deserves.

It's hard to think of a region anywhere with such visionary leaders -- national *and* local. That's why Portland has long been *the* example for economic strategies that also respect this region's special character. We see that in the commitment to recycling -- to conservation -- and to sustainable land use based on sound transportation.

Portland's pioneering efforts in land-use planning provide a sound basis for travel alternatives. These strategies rest on making public transit a viable alternative to the automobile.

Through efforts to develop extensive bus service, bicycling and pedestrian facilities, ridesharing, and -- especially -- light rail, Portland has shown that economically-beneficial transportation *can* be compatible with the environment.

Indeed, light rail seems to be the wave of the future in American transportation. It's *the* cutting-edge solution to the

traffic congestion and smog which choke so many of our cities. Portland's system is truly a leader in this field, and it's the inspiration for a new generation of mass transit programs from coast to coast.

That's why I'm especially happy today to carry out one of the more pleasant duties of my office: delivering funds. I'm pleased to announce that the Federal Transit Administration is awarding more than $13 million to Metro for the South-North light rail project.

This grant will support preliminary engineering and environmental work for this project, which would be the latest extension of the light rail system. If you ask me, that's pretty powerful evidence of the Clinton Administration's belief that, when it comes to transportation, Portland is on the right track.

Let me close by congratulating Portland on its excellent progress to date. We in the Clinton Administration look forward to continuing our partnership, and commend you for serving as America's model transportation system for the 21st century.

And now, I ask Senator Hatfield and Senator Wyden to join me as I present this check to Mike Burton. *(Mike, this is one time that you <u>can</u> spend it all in one place!)*

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
INTERNATIONAL URBAN ITS WORKSHOP LUNCHEON
NEW YORK, NEW YORK
JULY 8, 1996

(Introduction to be made by AASHTO Executive Director Francis Francois)

Opening

Thank you, Frank, for that introduction. *(To audience)* You know, Frank and I have worked together often over the years, and I'm glad to see him here today. AASHTO and its members are part of a cooperative solution to our cities' transportation problems, and the interest they're showing is welcome.

I also want to thank Bernard Plasait -- Georges Mercadal[1] -- and Lee Sander for their efforts in organizing and hosting this workshop. It's providing the exchange of ideas and information that's essential to the development and practical deployment of these new technologies.

Today I'd like to share some ideas about where we're going with urban intelligent transportation systems. Today's turnout shows that -- wherever we're going -- it'll be in a crowd.

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[1] Plasait (PLAHH-zay) is Deputy Mayor of the City of Paris, with responsibility for transportation issues. Mercadal (MAIR-kuh-dahl) is President of Urba 2000. Elliot Sander recommended acknowledging both of them.

Just a few years ago a meeting of local officials interested in ITS could have met in a telephone booth and wouldn't have attracted attention when they did so.

That's no longer true. Now, everyone recognizes ITS's potential. We know that ITS is one of the key tools to improve the safety and efficiency of our transportation system.

Transportation challenges

You all know how vital this is: we're already wasting $40 billion a year because of congestion in our largest cities -- much of it in the 50 biggest -- and that could worsen.

Our transportation system faces growing travel demand -- inadequate capacity -- and bottlenecks and poor connections between different forms of transportation. ITS can't solve all of these problems by itself -- but it'll be an important strategy in the solution.

ITS can provide low-cost capacity expansion, delivering up to two-thirds of the additional urban travel capacity required to meet demand over the next 20 years.

It can do that at less than a quarter of the cost of producing comparable capacity through new road construction. *That's* the kind of bargain we need in an era of limited resources.

Early ITS successes

We're already seeing progress. Today, the first generation of ITS technologies is being deployed around the country, and these systems are proving every day that they can make a real difference in people's lives.

Three of every five traffic backups that our constituents suffer through are caused by crashes and breakdowns, and incident management systems can quickly clear them. A computer in San Antonio's TransGuide system can identify an incident and, within seconds, choose the most effective solution from one of more than 34,000 pre-programmed strategies to divert traffic flow and clear the incident.

Emergency vehicles throughout the country are equipped with automatic locators to speed dispatching to crashes. Minneapolis has reduced response times to accidents by 20 minutes, and that contributes to saving lives.

And highway toll systems are being designed, or retrofitted, with electronic collection to speed traffic flows. In Oklahoma, that has already cut the cost of a toll lane's operation by 90 percent, and is making this a viable way to help pay for road improvements. And here in New York we are seeing how the toll-paying vehicles can serve as the probes for traffic measurement systems.

Although many of the earliest ITS technologies are focused on cars and trucks, most of them can also be applied to other forms of transportation, especially mass transit.

In fact, transit management systems in Baltimore, including automatic vehicle locators, have already increased transit productivity by 23 percent.

Federal support of ITS

All of this progress has been accomplished by the hard work of people who have grasped ITS's potential and who are acting on it -- people like yourselves.

That progress is also, I'd like to think, due to President Clinton's commitment to developing and deploying new transportation technologies.

Over the past three years the President has pushed federal investment in transportation technology research and development to the highest levels ever.

For the coming year he's requested more than $336 million for ITS projects and programs alone, a level he believes is essential if we're going to fully realize ITS's promise. It's unfortunate that -- so far -- the Congress doesn't fully agree with this.

The President has also asked us in the Department of Transportation to do everything we can to make these new technologies work for the American people.

What we're doing

We're aiding in standard-setting, including the creation of a national architecture that will avoid the uncoordinated development which could create a technological Tower of Babel.

We're beginning to make ITS part of transportation's mainstream by providing guidance, technical assistance, training, and planning aid to a variety of public and private entities.

And we're trying to make possible the partnerships among state and local agencies and private companies that will be essential for ITS development and deployment.

Institutional barriers

That's important, because -- even more than funding limits or technological hurdles -- institutional barriers that prevent cooperation are the biggest challenge we face in ITS deployment. I'd like to talk about this at greater length.

Although the federal government can provide seed money and coordination in standard-setting, ITS's ultimate success as a

congestion mitigation strategy will only work if it's accepted and implemented at the state and local level.

That's not as easy as it sounds. Today's governmental institutions were created to solve yesterday's problems, and are often unsuited for solving problems that transcend their boundaries.

Institutions are fragmented vertically between different levels of government -- horizontally among different local units of government -- and functionally between transportation, air quality, land use, and other responsibilities. The question of "who's in charge?" is too often answered both by "no one" and "everyone."

Today's relationships

For the benefit of our guests from abroad, let me take a moment to review those relationships as they exist today. In transportation, the federal government serves as a funding partner and a technology developer.

The states traditionally have responsibility for such major infrastructure components as highways.

Cities are responsible for the construction and maintenance of local streets and for traffic control.

Transit agencies operate bus and rail services and are often independent of states and cities, linked only through the financial support that these other entities provide.

Finally, metropolitan planning organizations, or MPOs, are regional bodies that typically include the major city and its surrounding suburbs. They're critical to the solution of regional problems that leap traditional local governmental boundaries, but they are far from perfect.

These institutions all have roles to play, and putting the relationships between them into a more cooperative order is the key to success, not only for implementing ITS, but for solving a whole range of transportation problems.

These institutions, with their diverse interests and overlapping responsibilities, *must* work together. For example, ITS works only if information is shared from entity to entity. A travel information system is useless if all local communities don't participate in both the collection and dissemination process.

Cooperation with the private sector

The institutional links also must extend to the private sector, which ultimately will provide many of the ITS products and services, and make a profit by doing so.

There's a clear linkage to the information highway and the communications revolution that Vice President Gore's National Information Infrastructure will promote.

Indeed, many of the same fiber optic cable channels which will carry interactive television and cellular telephone calls also can carry information about our transportation system. That's already being done in Missouri and Arizona.

Full cooperation won't happen overnight. That's why we're following an improvement strategy that will incrementally build the linkages we need. This strategy has several elements.

Forging new institutional arrangements

First, we're working to forge new institutional arrangements through the transportation investment decision-making process.

For instance, we now require joint transportation planning programs among states, MPOs, and transit agencies, and we're bringing together various levels of government in congestion management efforts.

We are planning to locate multi-modal DOT field offices in some of our larger metropolitan areas so that we can offer support in this process.

Technical assistance

Second, we're offering technical assistance -- notably through an arrangement with Costis Toregas, who spoke earlier today, and his organization, Public Technologies, Inc. They can offer ideas on how best to determine your ITS needs and ways in which you can form the partnerships necessary to meet them.

We also want to help bring together the various public and private players because it's crucial that they start talking about ITS. Our DOT field offices can help to facilitate such meetings.

Innovative financing

The third thing we want to do is to overcome one of the biggest institutional roadblocks to ITS deployment: federal policies which discourage partnerships among states, localities, and the private sector.

We're removing those barriers through the innovative financing strategies of our Partnership for Transportation Investment.

This initiative cuts red tape to make projects a reality and stretches public dollars by bringing private financing to the table. We already have 74 projects underway in 35 states worth about $4 billion.

Most of them are relatively conventional construction projects, but we're starting to see ITS proposals as well. For instance, earlier I mentioned the Arizona and Missouri projects in which fiber optic cable is being installed along Interstate Highway rights-of-way. Both of these projects have innovative financing elements.

In Arizona, the land is being leased to a private telecommunications company, and the proceeds will be used for other transportation projects.

In Missouri, the state will have free use of a portion of cable, and it will become the backbone of a new traffic management and information network. In addition, the value of the network will serve as the state match for future federally-funded ITS projects, an innovation which stretches Missouri's own funds.

We're strongly encouraging creative approaches like these as a way of getting ITS projects underway even in times of limited budgets.

SIBs

The National Highway System designation act that the President signed late last year made possible the next generation of innovative financing strategies.

Collectively known as state infrastructure banks -- or SIBs -- they'll enable states to use federal seed money to leverage other public or private funds. 10 states have been authorized to proceed with pilot SIB implementation projects.

We see these strategies as usable not only for infrastructure construction but also other areas in which public funding could be limited, such as the deployment of ITS and other new technologies.

Operation Timesaver

The final element we have underway to promote ITS at the state and local level is Operation Timesaver, which the Secretary announced in January.

Operation Timesaver set specific national goals to be achieved on a cooperative basis within a decade: deploying an intelligent transportation infrastructure in 75 metropolitan areas, and cutting urban travel times by 15 percent.

Those goals are achievable using nine sets of existing technologies -- things like traffic control signalization, incident management systems, and electronic toll collection.

If you've checked out our ITS web site, you know that almost every one of the 75 cities has at least some of these technologies, although none has all of them.

Operation Timesaver is aimed at bringing them all of them to these cities and linking them together to provide comprehensive solutions.

This is a landmark because it commits us at the federal level to an active role in the widespread deployment of the core ITS technologies -- the building blocks for the fully-integrated systems of the future.

Operation Timesaver has two keys: first, planning smart -- looking at your long-term information and communications needs, and determining the best ways of working together with nearby jurisdictions.

Second, buying smart -- connecting these technologies where they already exist, and ensuring that new systems can be integrated.

We're available to help you by providing up to 100 percent federal funding through the regular formula programs, by some special funding to accelerate promising implementations, and by providing technical advice wherever necessary.

Closing

These four steps -- using the decision-making process to encourage consultation and partnering, technical assistance, innovative financing, and Operation Timesaver -- are our contributions to building partnerships among government agencies and between them and the private sector.

I hope that you -- as leaders in local government -- will take up the challenge to make the most of the opportunities that ITS offers.

I want to commit our support as you do so, and we look forward to strengthening the partnerships we've started to build over the past few years.

Let me close by thanking you for your attention, and by wishing you the best of luck in your own efforts to build transportation systems for the new American century.

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TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
AMERICANS WITH DISABILITIES ACT CELEBRATION
WASHINGTON, D.C.
JULY 12, 1996

(Welcome by DOT employees Gabrielle [Gabe] Valdivieso and Monica Jemio)

* Thank you, Monica and Gabe, for that welcome. I'm happy that all of you are with us today as we celebrate the sixth anniversary of the ADA -- the Independence Day for disabled Americans.

* I'd like to take a moment to acknowledge the other participants in today's program. Secretary Peña -- Tony Coelho -- Judith Heumann -- Evan Kemp -- Bob Silverstein -- Mary Elizabeth Peters -- and Mark Tessier -- my thanks to all of you for joining us -- and my thanks to Michael Winter for helping to organize this event.

* I also want to acknowledge Norm Mineta, who's in the audience. He helped to lead the fight for accessible transportation in Congress, and I'm glad to see him here today. *(Norm, would you stand up?)*

* We have a full program, but before we get into it I want to speak briefly about the deep commitment felt by President Clinton -- and all of us -- to equal opportunity for all Americans -- to tearing down the barriers to full participation in American life.

* We know that transportation is the key that allows people with disabilities to fully take part in American life. Enabling people to do that with dignity is essential.

* That's why one of this department's seven key goals is *putting people first* in our transportation system by making it relevant and accessible to all users. To meet that goal, we must ensure mobility in all forms of transportation for all Americans.

* I'm proud to say that we've made a lot of headway in the past three years. Much of that is due to the efforts of Secretary Peña, who has championed improved transportation accessibility here in DOT just as he did as Mayor of Denver. I'd like to invite him now to tell you about what we've done. Mr. Secretary...?

(Secretary Peña speaks)

* Thank you, Mr. Secretary. The progress we've made with the nation's transportation system has been mirrored in our own department. That's been due in great measure to two employee organizations dedicated to helping us to expand accessibility.

* DOT/ADA has worked closely with our Office of Administration to review accessibility at all of our facilities, and has provided important input on disability issues.

* Deaf/DOT has been instrumental in expanding services like interpreting and open captioning. In fact, today we have yet another advance -- the first live open captioning on TV-Ten, our internal television network. *(Screen will be to your side)*

* These and other services enable the deaf community's members to be full participants in the department's work and activities -- not just to their benefit, but to ours.

* Together, Deaf/DOT and DOT/ADA have raised the level of sensitivity to disability issues here at DOT, and helped us to effectively the ADA. On behalf of the entire department, I want to thank them for their efforts.

* I'd like to ask them to tell us about their work. First, Mary Elizabeth Peters, President of DOT/ADA. Mary Elizabeth...?

(Mary Elizabeth Peters speaks)

* Thank you, Mary Elizabeth. Now I'd like to invite Mark Tessier, President of Deaf/DOT, to speak. Mark...?

(Mark Tessier speaks)

* Thank you, Mark. As we all know, the ADA didn't just magically appear to enable the progress we've heard about

today. It resulted from the hard work of many men and women from all walks of life -- people like Tim Cook.

* We're here today in part to honor Tim's memory, and I'd like to ask Secretary Peña to talk about the debt we owe him. Mr. Secretary...?

(The Secretary speaks. This completes your remarks.)

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
NATIONAL SCIENCE FOUNDATION WORKSHOP
ON INTEGRATED RESEARCH FOR CIVIL INFRASTRUCTURE
WASHINGTON, D.C.
JULY 16, 1996

(Introduction to be made by Professor Roy Sparrow of NYU)

Thank you for that introduction, Professor Sparrow. I'd also like to thank the NSF for inviting me to speak on integrating transportation research.

I'd like to begin my remarks with a transportation example from nature: the Canadian goose.

Have you ever observed them flying in their V formation? Ever wondered why one wing of the V is usually longer than the other?

After years of study under a DOT grant, researchers have the answer: *the longer wing has more geese.*

I'm joking, but there really *is* something we can learn from geese. They instinctively know the value of *cooperation.* For instance, they regularly change leadership. Why? Because the leader fights head winds to make flying easier for the geese behind him, letting them fly faster and farther.

The lesson is relevant to us because what we most need in transportation research today is *cooperation.*

The cooperation I'm talking about is between the disciplines that traditionally have provided the leadership in transportation research -- the engineering and other physical sciences -- and those in the behavioral sciences, such as economics and psychology.

This need to form partnerships with other disciplines doesn't mean that the transportation research community have failed us.

To the contrary, our transportation systems are finely-engineered and well-built. They're increasingly efficient, with such advances as intermodalism, container shipping, and our initiatives in Intelligent Transportation Systems providing more capacity without additional construction.

Safety is far greater than it was even a decade or two ago, with dramatic drops in the highway fatality rate -- which accounts for almost all transportation fatalities -- and in transportation worker deaths.

New materials and designs can make roads longer-lasting, bridges more durable, and vehicles safer.

Improvements in vehicle technology and fuels have dramatically reduced smog and virtually eliminated lead as an air pollutant.

Applications of advanced information and communications technologies to transportation -- which we call Intelligent Transportation Systems -- are reducing congestion, speeding up emergency response times, and improving transit services.

These and so many other advances have in common only that they are the product of academic, industry, and government researchers and engineers.

We've made tremendous progress in so many areas, but much remains to be done -- and by some measures we are falling behind.

In spite of all that's been accomplished, we still face rapidly growing travel demand -- inadequate capacity -- bottlenecks and poor connections between modes -- and aging, deteriorating infrastructure.

Today, thanks to higher budgets under President Clinton and strategies we've pioneered such as innovative financing, we're investing more than $40 billion a year in infrastructure.

That sounds like a lot, but it's just half of what we could invest in projects whose quantifiable benefits, such as savings from congestion reduction, would outweigh their costs and enable us to help the economy grow.

There are other problems.

In safety, the highway fatality rate is becoming static after decades of steady improvement, which means that deaths are likely to increase as travel grows. That same growth in aggregate travel could offset the progress we've made on air pollution.

Solving these problems means going beyond the paradigms that have driven transportation policy since the 1950s.

We all know that we can't afford to build our way out of the congestion and the other capacity-related problems we face. Nor can we expect that better design or engineering will always solve them.

Now, that doesn't mean we should turn our backs on our legitimate needs and on the opportunity to support economic growth.

President Clinton intends to hold the line on infrastructure and technology investment to maintain -- and even expand -- the transportation system that's the backbone of our prosperity and quality of life.

But it *does* mean that we've got to look at the factors that create the circumstances we find ourselves in, taking advantage of the work that's being done in the behavioral sciences -- such as economics, political science, sociology, and psychology -- in order to make the most of the technical advances we're seeing.

Why? Let's take a few examples. We've spent hundreds of billions of dollars expanding our network of roads, only to find them filling up almost as fast as they're built. "If you build it, they will come" -- and come, and come.

Or look at air bags and anti-lock brake systems. They've saved thousands of lives, but it's suggested that some people drive more aggressively *because* of these features, through what economists call "offsetting behavior."

HOV lanes have increased carpooling to jobs -- but may contribute to suburban sprawl that dramatically increases trips for other purposes.

And there is the most fundamental problem, that of investment. We all know that more investment in infrastructure would pay economic returns, but our institutions and economic system don't agree -- at least based on the results.

Can research help us to understand why the incentives aren't there to invest in more -- and longer-lasting -- facilities, despite our concerns about congestion and inefficiency?

We can develop answers to such new problems, and avoid unintended consequences, only through the truly integrated, interdisciplinary research agenda that this workshop is meant to promote.

Such a meeting is a big step in and of itself. After all, how much interaction was there between our different specialities a decade or two ago? Relatively little, so talking among ourselves is in itself a big step.

But talk is only the first step. It's results that count. We at the federal level can provide leadership, and we're fully committed to doing that.

Through our resources and national perspective, we can help to develop solutions to the obstacles we face in trying to improve our transportation system: the institutional, financial, and educational barriers.

Transportation institutions at all levels are continually interacting with each other and with the private sector, and need to increase their ability to do so effectively.

We also have to develop a broader research agenda that will help us to better understand how transportation shapes and interacts with the economy.

Areas like public participation, awareness, and consensus-building, mechanisms to involve the private sector and other levels of government, and policy alternatives are all increasingly vital and demand research.

At DOT, in cooperation with other agencies, we have a number of ongoing efforts that respond to these "soft-side" research needs.

Let me go over some of them in each of the three areas I'd mentioned: institutional, informational, and educational.

We've taken steps on the institutional front. America's evolving transportation systems have some of the same attributes of the Internet -- decentralization, immense capacity, unique opportunities for creativity -- and we need to enable the development of systems that harness and integrate their power without impeding it.

We've been working with Los Alamos National Labs on developing innovative performance and operations system models and other new analytical frameworks to help us better understand entire transportation systems and their components.

Our highway policy research now includes analyses of investment requirements and alternative funding strategies, better quantification of highways' economic importance, better travel-forecasting and data collection methods, and studies of the implications of alternative fuels and demand management.

We're also improving such analytical tools as geographic information systems to support national program evaluation and for information and data sharing with other levels of government and business.

And, since the deployment of Intelligent Transportation Systems is so dependent on cooperation between different jurisdictions and the public and private sectors, we've been helping to build the cooperative working arrangements they need to succeed.

On the informational side, we're acting to improve data availability on all aspects of transportation system performance and for the systems that collect and distribute these data. That's essential for effective planning and decision-making in both government and business.

Under Dr. Lakshmanan, the Bureau of Transportation Statistics has expanded its initiatives in this area. They've been producing and distributing data both to the public and private sectors.

- He's also ensured that BTS focuses on determining what types of information the transportation community needs, and on making sure that it's readily available.

BTS is already a key player in the development of vital information analysis tool-kits that are being used by private and public sector analysts.

They're now doing the first major surveys in many years on domestic freight and passenger movement, and transborder freight flows, and are integrating data from a variety of other surveys and studies.

This work -- bringing together commodity flows and passenger data -- can provide us with the information we need for sound investment decisions.

Finally, we're taking steps on the educational front. We know that new technologies, concepts, and institutional policies are changing the world in which we work -- that this new world demands a broad *and* deep knowledge of many areas -- and that keeping up isn't easy.

We're providing educational and training assistance through a variety of activities, including targeted third-party training, sponsorship of university programs, and continuous direct outreach.

And we're undertaking extensive outreach on research issues through the Volpe Center in Cambridge and the FHWA's Turner-Fairbank Center here in Washington. These centers also hold technical forums and provide informational exchanges on a variety of issues.

All of these efforts contribute to a research agenda that not only will provide technological solutions, but also address the institutional, informational, and educational issues that can impede progress towards a safer and more efficient system. I'm pleased that the NSF is joining us in this effort.

This afternoon I've talked about our vision for research and development -- our guiding principles -- and our priorities and objectives.

I'd like to close by asking you to consider these closely in your deliberations today and tomorrow -- remembering that what we all have in common is far greater than our differences, and that we can overcome the barriers we face.

You can help to develop the common language and the shared understanding which the NSF has called for.

Your viewpoints, your knowledge, and your experience is going to be extremely helpful as we try to expand cooperation through the federal transportation research agenda, and I look forward to hearing your views. Thank you.

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TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
AVIATION SECURITY ADVISORY COMMITTEE MEETING
WASHINGTON, D.C.
JULY 17, 1996

(Introduction to be made by FAA Associate Administrator Cathal Flynn)

* Good morning. I'd like to start by bringing you greetings from Secretary Peña. He couldn't be with us today -- in fact he's testifying before the Senate on aviation issues -- but he asked me to tell you of his concern.

* That's because *nothing* is more important to him -- or to any of us -- than giving the America people the protection they expect and deserve.

* Today you've heard the facts about a growing threat to safety and security, and we've got no real choice but to take the steps necessary to defend against it.

* A major and visible target of this threat is our air travel system. It's a system that serves a half-billion passengers each year. It's a system that symbolizes international mobility. It's a system that helps to power our economy.

* Its role in that economy has grown enormously over the past two decades, and it's certain to continue growing rapidly. All of this points to the fact that -- while we rely on air travel -- we're subject to the same risk we increasingly face in other parts of our lives: international terrorism.

* This threat is very real, and the biggest mistake we could make is to somehow convince ourselves that Americans are immune. We're no more inherently immune from international terrorism than were innocent users of the transportation systems of Paris or Tokyo or Jerusalem.

* And we also recognize that aviation is not our *only* point of vulnerability, although it's true that the steps we've taken together are often our most visible response.

* From the beginning of this administration President Clinton has recognized this threat, and he's committed himself to giving America's police and security forces the tools they need to do their jobs -- and he's given his support to our efforts to protect the traveling public.

* As you've discussed today, we need to look at our air travel system in light of this growing danger, and determine what improvements we need to make to ensure its continued safety.

* As we do so, we're hardly starting from scratch. We've learned together from two decades of experience here and abroad that practical -- cost-effective -- and flexible security measures *are* achievable.

* But we recognize that the extraordinary complexity of America's network of carriers, airports, and support industries makes the task of devising a new baseline for domestic aviation security a formidable challenge.

* That's why we need <u>your</u> help. Over the years this committee has provided sound advice on a wide range of issues -- everything from controlling airport access to how we should handle bomb threats.

* *You* have the knowledge and the experience we need in order to make a balanced, reasoned evaluation of our system's vulnerabilities and how they can be countered. We look forward to your recommendations.

* Let me close by saying that we've been relatively lucky in this country -- so far. But it's a harsh world, and there are people who would make a practice of terrorizing others. Our transportation system can never meet its potential as long as they're a threat.

* We'll work with you to combat that threat so it's never a danger to Americans, and so our people can be confident in our aviation system's safety. Thank you for your time and your contributions to improving travel safety. It's time well-spent in the interest of the American people and a vibrant aviation industry.

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TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
SALT LAKE CITY LIGHT RAIL GRANT
SALT LAKE CITY, UTAH
JULY 31, 1996

(Introduction to be made by Salt Lake City Mayor Dede Corradini)

* Thank you for that introduction, Mayor Corradini. I'd also like to thank you for all of your work on behalf of transit here in Salt Lake City, and for your efforts in helping to once again bring the Olympics to America.

* James Clark and John Pingree of the Utah Transit Authority are participating in a UTA board meeting about the light rail line that's the center of today's event. Although they can't be with us, I want to acknowledge their contributions to expanding transit throughout Utah.

* Let me start by bringing you greetings from President Clinton and Secretary Peña, who are *fully* committed to helping Salt Lake City get ready to host the Winter Olympics in 2002.

* Today marks the latest step in our effort to carry out the President's pledge of support: federal funding for the Salt Lake Light Rail Transit line that will run from here in downtown out to Sandy. Today's grant follows funding we've already provided for this project and for reconstructing and expanding I-15.

* It's no accident that much of the federal assistance during the next six years will be for transportation improvements. Over the past two decades the United States has hosted the Olympic Games three times, and it's become clear that transportation is second only to security as a vital concern.

* At Lake Placid in 1980 -- at Los Angeles in 1984 -- and now in Atlanta, efficiently moving athletes, officials, and visitors while maintaining mobility for residents has been a key measure of organizational success.

* I visited Atlanta last week and can tell you that -- after some early glitches -- its transportation system seems to be getting on track. Its mass transit system alone is carrying an incredible million people a day.

* The fact that there were some problems in spite of Atlanta's considerable advance planning points out that it's never too soon to start getting ready.

* That's why I'm happy to join you here today. Together with the expansion of I-15, the new rail line will provide the capacity needed to handle the Olympic crowds in 2002.

* After that, this region will have the type of rail line that has become *the* cutting-edge solution to traffic congestion and smog. That will continue the solid economic growth the Salt Lake Valley enjoys while maintaining the high quality of life for which it's become famous.

* So I'm especially happy today to carry out one of the more pleasant duties of my office: delivering funds. On behalf of President Clinton, I'm pleased to announce that we're awarding more than $9.6 million to the Utah Transit Authority for the Salt Lake light rail project.

* This grant will enable the UTA to begin buying light rail vehicles and to start construction so that the line will be up and running when the Olympics begin. This grant is powerful evidence that the President believes that the Salt Lake area is on the right track when it comes to transportation.

* And now, I'd like to present this $9.6 million check to Mayor Corradini on behalf of Salt Lake City and the UTA. *(Mayor Corradini, this is one time that you <u>can</u> spend it all in one place!)*

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