

DEPUTY SECRETARY OF TRANSPORTATION
MORT DOWNEY
1997 SPEECH LIST

***SPEECH WAS RELEASED IN FINAL FORM**

01/10/97	Washington Regional Mobility Investment Conference Washington, D.C.
01/13/97	University Transportation Centers Program 1996 Outstanding Students of the Years Awards Washington, D.C.
01/15/97	Transportation Research Board Session Transportation Security: A Systemic Approach
01/17/97	DOT Employee Farewell To Secretary Peña Washington, D.C.
01/27/97	Transcom ITS Model Deployment Initiative Award Jersey City, New Jersey
02/06/97*	Fiscal Year 1998 Budget Presentation Washington, D.C.
02/06/97	ADA Training Washington, D.C.
02/06/97	Fiscal Year 1998 Budget Constituency Briefing Washington, D.C.
02/07/97	AASHTO Winter Meeting Washington, D.C.
02/13/97*	Statement Before The Committee on Environment and Public Works Subcommittee on Transportation and Infrastructure United States Senate
02/15/97	Transportation Trades Department AFL-CIO, Meeting Los Angeles, California

02/24/97	DOT Employee Welcome to Secretary Rodney Slater Washington, D.C.
02/27/97	House of Representatives Committee on Science Washington, D.C.
03/05/97*	Commercial Aviation Forecast Conference Washington, D.C.
03/06/97	Senate Environment And Public Works Committee, Subcommittee On Transportation And Infrastructure Washington, D.C.
03/20/97	C-Span "ISTEA 101" Interview Message Points Washington, D.C.
03/24/97	Extraordinary Women Of The Department of Transportation Washington, D.C.
03/25/97	DOT/SBA Reinvention Celebration Washington, D.C.
04/02/97	Coast Guard-American Waterway Operators Hammer Award Washington, D.C.
04/04/97	ACE/NSPE First Friday Breakfast Washington, D.C.
04/07/97	Statement Before The Senate Committee On Environment And Public Works Subcommittee On Transportation And Infrastructure New York, New York
04/07/97	Oral Statement Before The Senate Committee On Environment And Public Works Subcommittee On Transportation And Infrastructure New York, New York
04/14/97	APEC Transportation Working Group Luncheon Seattle, Washington
04/14/97	National Service Week Event Seattle, Washington

04/14/97	Puget Sound Fast Corridor Seattle, Washington
04/16/97	Empowerment Zone Conference Breakout Session on Transportation Detroit, Michigan
04/22/97	European Conference of Ministers of Transport Berlin, Germany
04/25/97	USDOT Strategic Planning Retreat Warrenton, Virginia
04/30/97	Polish Motorways Delegation Washington, D.C.
05/05/97	High Speed Ground Transportation Association 1997 International Convention and Exposition Los Vegas, Nevada
05/06/97	Potomac Conference IX Annapolis, Maryland
05/07/97	Statement Before the Senate Appropriations Committee Subcommittee on Transportation
05/07/97	Eno Transportation Foundation, Inc. Fifth Leadership Development Conference
05/08/97	Women's Transportation Seminar 20th Anniversary Conference Baltimore, Maryland
05/13/97*	International Conference on Communications-Based Train Control Washington, D.C.
05/15/97	ITS Policy Council of Association Meeting Washington, D.C.
05/15/97	Transportation Lawyers Association Annual Meeting New Orleans, Louisiana
05/16/97	National Academy of Public Administration Washington, D.C. Talking Points

05/19/97	Introduction of Secretary Slater at DOT Open House Washington, D.C. Talking Points
05/20/97*	Fourth Conference on U.S.-Japan Cooperation in Transportation Washington, D.C.
05/21/97	Statement Before the Senate Committee Science and Transportation Washington, D.C.
05/22/97*	National Maritime Day Memorial Service Washington, D.C.
05/28/97	Fourth North American Aviation Trilateral Washington, D.C.
05/29/97	Coast Guard Lifesavers Awards Fort Lauderdale, Florida
06/03/97	White House NEXTEA and Technology Event Washington, D.C.
06/04/97*	ITS Consortium Luncheon Washington, D.C.
06/09/97	Policy Issues in Aerospace Offsets Workshop Washington, D.C.
06/09/97	Task Force on Assistance to Families in Aviation Disasters Washington, D.C.
06/10/97*	National Conference on Critical Issues for the Future of Intercity Passenger Rail Washington, D.C.
06/12/97	APTA Legislative Conference Washington, D.C.
06/16/97	Tennessee Municipal League Annual Conference Knoxville, Tennessee
06/18/97	Admiral Herberger's Farewell Luncheon Washington, D.C.

06/23/97	ITS Society New York State Annual Meeting Cooperstown, New York
06/25/97	St. Louis Regional Commerce and Growth Association Leadership Washington, D.C.
07/01/97*	Washington Metropolitan Traveler Information Service Inaugural Washington, D.C.
07/21/97	Congressional Briefing on Air Quality Standards and NEXTEA Washington, D.C. Talking Points
07/28/97*	Western Association of State Highway and Transportation Officials Sun Valley, Idaho
08/27/97	Dedication of Church Park Wildflower Garden Stonewall, Texas
09/04/97	Association of Metropolitan Planning Organizations Sixth National Conference Saratoga Springs, New York
09/08/97	Award Program for Outstanding Results From Contracting Washington, D.C.
09/11/97*	U.S.-India Business Council "Destination India" Meeting Washington, D.C.
09/11/98	Maritime Trades Department, AFL-CIO 1997 Biennial Convention Pittsburgh, Pennsylvania
09/19/97	Meeting with Southwestern Pennsylvania Regional Planning Commission Pittsburgh, Pennsylvania
09/22/97*	American Public Transit Association Annual Meeting Mini-Forum: DOT, ISTE, A, And the Outlook for the Future Chicago, Illinois
09/23/97*	American Association of Port Authorities Convention Jacksonville, Florida

09/24/97	09/24/97 Combined Federal Campaign Kickoff Rally Washington, D.C.
09/26/97	House Livable Communities Task Force Washington, D.C.
09/29/97	Government Performance Project Learning Conference Washington, D.C.
10/02/97	Arrival of USCG Cutter <i>Legare</i> Portsmouth, Virginia
10/21/97	The 4th World Congress on Its Opening Session Berlin, Germany
10/22/97	American Chamber of Commerce Berlin, Germany
10/22/97	The 4th World Congress on Its Executive Session #4 Berlin, Germany
10/23/97	Moscow American Chamber of Commerce Talking Points
10/24/97	Toast Ministry of Transport Moscow, Russia
10/30/97	Garrett A. Morgan Technology and Transportation Futures Program Roundtable Washington, D.C.
11/01/97	Commissioning of the USCG <i>Katherine Walker</i> Bayonne, New Jersey
11/02/97	Transportation Research Board National Conference on Intermodal Transportation Education and Training Washington, D.C.
11/03/97	Alert Team Hammer Award Baltimore, Maryland
11/17/97	Welcoming Remarks, Moving Kids Safely Conference Vienna, Virginia

11/20/97 Find the Good and Praise it Ward
Albany, New York

11/20/97 New York Public Transit Association
Fall Conference
Saratoga Springs, New York

11/21/97 Electronic Dockets
Washington, D.C.

12/04/97 "Financing the Bridge to the 21st
Century" Policy Workshop
Lajolla, California

12/08/97 City College of New York Institute
For Transportation Systems
New York, New York

12/10/97 Women's Transportation Center
Annual Awards Ceremony
Washington, D.C.

12/11/97 Office of Small and Disadvantage
Business Utilization
Washington, D.C.

12/19/97 Swearing-In Ceremony of Gloria Jeff
As FHWA Deputy Administrator
Washington, D.C.

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
WASHINGTON REGIONAL MOBILITY INVESTMENT CONFERENCE
WASHINGTON, D.C.
JANUARY 10, 1997**

(Introduction to be made by Ellen M. Bozman, WMATA Board Chair)

Opening

Thank you, Ms. Bozman, for that introduction -- and for your leadership in making this landmark conference a reality.

I also want to thank Congresswoman Norton for her participation this morning, and for her work in sustaining Congress's support of Metro.

I'd like to begin by bringing you greetings from President Clinton -- from Secretary Peña -- and from Secretary-designate Rodney Slater.

They -- together with Director Frank Raines -- are busy getting ready to participate in a Cabinet retreat, but asked me to tell you that they support the effort you're making to assure that Metro is ready to serve this region in the 21st century. They send you their best wishes for a productive meeting.

I'm not going to speak for very long this morning because it's most important to leave time for all the interested parties -- Metro officials and board members -- the state, county, and local elected officials -- and the other important stakeholders here today to be heard. And I look forward to hearing from you.

However, I do want to talk about three things.

First, Metro's role in the Washington metropolitan area.

Then, the challenges Metro faces as we approach the turn of the century.

Finally, some of the strategies to meet those challenges that would be implemented in partnership with the federal government.

Metro's importance

Few -- if any -- of you doubt Metro's importance to this region -- and I think anyone who has seen the region develop would agree with that conclusion -- but it's a good idea to recall *why* it's been so significant.

Efficient, effective transportation is the key to prosperity and a high quality of life here, just as it is throughout the country.

As it has been for nearly a generation, Metro is the backbone of this region's transportation system -- the critical factor that has saved us from gridlock.

Even with the recent report that Washington ranks second nationally in congestion, this region -- and especially its core -- works from a transportation standpoint -- and it works because of Metro.

That's because Metro doesn't benefit only its riders: it also benefits the commuters and motor carriers who can travel on roads with far less traffic, and the businesses whose operations can profit from speedier deliveries and better access to their customers.

Nor does Metro benefit just the District. Although its rail and bus service provide mobility for children -- for senior citizens -- for the disabled -- and for the poor in a city in which a third of the residents don't own a car, the benefits of regional mobility extend beyond the District's borders to the Maryland and Virginia suburbs.

Moreover, as other areas have found, overall regional prosperity rises or falls with the fortunes of the central city. Even with post-war suburbanization, our cities and their suburbs are linked -- economically, culturally, and socially. One can't succeed without the other.

By taking thousands of cars off the roads, Metro also has contributed greatly to the cleaner air and the better environment that the entire Washington region has enjoyed in recent years. Metro is letting us all breathe a little easier.

Finally, Metro is important to us in the federal government -- the Washington region's largest employer. Half of all MetroRail stations serve federal offices -- in fact, my own department is headquartered directly above a Metro stop -- in fact, the stop that has more service than any other. And -- if we move -- it will be to another location served by Metro.

The result is that a third of all federal workers commute on MetroRail, and many thousands more travel by bus. We encourage that, and we depend on Metro to get our employees to work on time. Many departments, including mine, offer transit benefits to their employees to reward this behavior.

This effort is similar to that of the Potomac Conference, which some of you have participated in, and which brings together leaders from government and business to build a vision for this region's future. At their invitation, federal senior executives have joined the Potomac Conference in recognition of our interrelated destinies.

That's why -- when we were invited to participate in this conference -- we quickly accepted.

Challenges

It's important that we work together, because while Metro is our greatest transportation asset, it faces severe challenges which threaten its long-term viability.

We want to be part of the effort to meet those challenges. They are several in number, and they're straightforward.

First -- even as we work together to complete the basic 103-mile MetroRail system -- its infrastructure and rolling stock -- in service for two decades -- are aging and need to be overhauled or replaced. That's also true of Metro's buses and the facilities that support them.

I can speak from experience when I say that failing to maintain a transit system's facilities and equipment is the quickest way to ensure poor performance and a drop-off in ridership. And as I found when I went to the MTA in New York in the early 1980s, rebuilding from such a decline is a long, slow process.

Metro's done a good job of keeping its system in repair, but you can only go so far without major reinvestment -- and parts of the system are approaching that point.

A greater threat comes from demographics. Changing lifestyles -- suburbanization -- and the shift of jobs from the central city have combined to change travel patterns radically since Metro was conceived a generation ago.

The types of service that Metro is best at providing aren't always the most efficient or cost-effective way for people to get where they need to go.

When they're not, people are going to choose other options -- and that causes a spiral of falling ridership and declining revenues followed by fare increases and service cuts -- a spiral that other older cities are working to end.

An unravelling of the Metro system -- a system in which we've already invested \$10 billion -- a system which every day carries hundreds of thousands of Washingtonians, Virginians, Marylanders, and visitors to the region -- would be a catastrophic loss.

We need this system as a core element of our mobility package to sustain -- and improve -- economically-sound transportation in a changing, growing region.

We need it to sustain the tourism and the business travel that provide thousands of jobs for the region.

We need it to move people from welfare rolls to payrolls, and to ensure that all Americans have a chance at realizing their dreams.

And we need it to meet the stricter environmental standards that will protect the health of the most vulnerable among us.

Solutions

The conventional answer to traffic congestion -- new or bigger highways -- doesn't always work, nor -- at up to \$40 million a mile -- is it affordable.

That's something that this region decided years ago when freeway funds were reallocated to Metro construction.

Yes, we need to continue investing in our road system, here and elsewhere -- but it can't be our only strategy.

Instead, we have to give people realistic alternatives to driving alone -- alternatives that make sense for busy lives in a more complex world -- multiple job holders in families, multiple job locations, and the like.

That means services like MetroRail and MetroBus, and it also means new travel alternatives geared to today's realities -- bringing together a coordinated system that can be this region's last line of defense against smog and gridlock and economic stagnation.

Metro's making a good start by taking care of the fundamentals -- ensuring a safe, secure system -- improving customer service -- containing costs while increasing the emphasis on capital investment -- and taking an entrepreneurial approach to its operations.

I want to congratulate Ellen Bozman and the WMATA Board -- and Dick White and his staff at Metro -- for the outstanding job they're doing at building public confidence in this system. As a daily rider, I welcome their new emphasis on the customer.

Metro's leaders are also looking to the future, as shown by this conference and by their efforts to reexamine how they provide mobility.

It's an effort that cities from Buffalo to Portland, Oregon are undertaking, often with federal support. Here in the Washington area, that effort really takes off starting today.

There are a lot of issues to discuss, and nothing will be settled overnight -- except, I hope, broad agreement that Metro is vital -- that something has to be done to ensure its customers a healthy, comprehensive regional transportation system -- and that now is a good time to put this agenda forward.

We stand ready to do our part. We want to build on the federal-state-local partnership that, decades ago, started us on a path to build one of America's most outstanding transit systems -- and we want to work with you and with Congress to make ideas into reality.

Our efforts on Metro will parallel our efforts with the District and the region on other key issues, such as the Woodrow Wilson Bridge.

The need to address these important investment questions can lead to some creative thinking on methods of finance and institutions that can meet the surface transportation needs of this region -- just as the crisis of our airports led to the Metropolitan Washington Airports Authority and the great promise of the new National and Dulles airports.

It would be premature for me to talk about new ideas before we have a chance to hear and discuss them, but let me tell you three things we in the federal government *will* do.

First, we will work with Congress to sustain the federal commitment to fast-track completion of the 103-mile MetroRail core system. Now -- when this system is nearly 90 percent finished -- is not the time to pinch pennies by stretching out construction.

Second, we will work proactively with Metro to use the innovative financing techniques made possible by the President's Partnership for Transportation Investment.

Metro's fast-track program, in fact, was one of our first ventures in cooperative transit finance and stands as model for what we want to achieve.

Other transit agencies around the country are already using these strategies to cut red tape -- to attract private investment -- and to speed up projects, and we want Metro to benefit from them as well so that we can stretch the available funds.

We've already authorized your participation in our pilot program for joint development to produce transit income.

Third, we will fight to continue the federal commitment to transit as we reauthorize ISTEA -- the Intermodal Surface Transportation Efficiency Act, which authorizes our national highway and transit programs -- including the programs that will continue our support for the continuing capital needs of Metro and other key regional facilities.

This issue will be the subject of a great national debate as ISTEA expires this year, and I hope you'll make your voices heard in support of the federal commitment to transit.

But -- in transportation as in politics -- all issues ultimately are local, and we all have a responsibility to see that the nation's capital is a model of 21st-century mobility.

Your actions to create stable and reliable funding for continued Metro operations and investment will help us justify federal actions.

Closing

Beyond these three strategies, we want to work with you to explore the range of options available and to carry out the ones selected.

Regardless of what specifics this effort identifies as making the most sense, it's an opportunity for a win-win proposition, and it's clear who the winners will be: the people of the Washington region, who will have better transportation and more economic growth -- without congestion and pollution.

We're proud to have been your partners in making Washington one of America's model centers of transit, and we look forward to creating the next generation of this partnership.

That commitment is powerful evidence that President Clinton believes that -- when it comes to transportation -- this region is one that's on the right track. Thank you, and good luck.

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**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
UNIVERSITY TRANSPORTATION CENTERS PROGRAM
1996 OUTSTANDING STUDENTS OF THE YEAR AWARDS
WASHINGTON, D.C.
JANUARY 13, 1997**

*(Introduction to be made by Dr. James Miller, Director,
Mid-Atlantic Universities Transportation Center)*

Thank you, Dr. Miller. I'm pleased -- and proud -- to join you tonight. The University Transportation Centers Program is an important element in the Department of Transportation's commitment to the future.

When it was created -- just a decade ago -- it responded to the need for greater efficiency in the movement of people and goods. It's that efficiency that improves productivity -- enhances America's economic competitiveness -- and sustains our quality of life.

The UTC Program helps to do that -- not just today, but in the years to come -- by attracting talented, committed men and women to transportation education, research, and technology transfer.

It gives promising students the opportunity to work in our field -- gain experience -- and develop the foundations for careers in transportation. It's a cornerstone of our effort to create the transportation system of the 21st century.

As we heard at our Transportation Education Conference in Knoxville last fall, the needs -- and the opportunities -- are there for these students when they graduate into the world of transportation.

Tonight, we honor outstanding students from each of the participating University Transportation Centers.

Before we present tonight's awards, I'd like to talk about the basis of the University Transportation Centers: ISTEA, the Intermodal Surface Transportation Efficiency Act, which authorizes all federal highway, transit, and safety programs.

ISTEA gave us the tools to meet the challenges we face on the eve of the 21st century. It redefined the federal role in surface transportation, and it generated resources to rebuild the infrastructure our economy depends upon.

It's helped us to support research that's developing new technologies to increase our efficiency and global competitiveness.

And it's helped us to increase the emphasis on transportation education, adding four new University Transportation Centers and creating six University Research Institutes.

ISTEA has enabled us to make great strides, but it isn't as comprehensive as it might be.

For example, it doesn't include our aviation and maritime programs, which are authorized separately. Nor does it address all the critical intermodal interfaces, such as maritime terminals, airports, and rail facilities.

We need to do more to take advantage of opportunities for leveraging, developing, and advancing intermodal, multi-modal transportation research and development.

We need a process and an aggressive intermodal research program that enables us -- in partnership with other federal agencies and private and other public organizations -- to support innovative, long-term intermodal transportation research.

That would enable us to improve our understanding of key transportation research policy and system-level issues, such as human factors, security, and intermodal operations.

We have to institutionalize a strategic process for transportation research and education -- not only in the Department of Transportation, but across the federal government.

And we need to reauthorize the University Transportation Centers Program to sustain our commitment to transportation education, preserving the opportunity it offers.

ISTEA expires this year, and we're working now to reauthorize it and ensure that these principles are incorporated into it.

As we do so, we have to focus on what's important: showing the American people the vital role transportation plays in their lives and the threat posed by underinvestment, whether in infrastructure -- in research -- or in education -- and then offering them solutions that make sense, solutions that balance sound policy and sound investment.

I hope that all of *you*, as members of the transportation education community, 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.

And now, I'd like you to join me in recognizing the outstanding young men and women who have accepted that challenge -- taken the opportunities they have been given -- and will enable us to leave our children and grandchildren a legacy they can be proud of.

Their achievements, and their promise, are great. If these students are the future of our field -- and they are -- then the future is bright. Now, I'd like to ask Dr. Miller -- our RSPA Administrator, Dr. Dave Sharma -- and Kelley Coyner, our Deputy RSPA Administrator, to join me for the presentation of awards...

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DEPUTY SECRETARY MORTIMER DOWNEY

MEETING

TRB EXECUTIVE COMMITTEE

WEDNESDAY, JANUARY 15, 1997

NORTH COTILLION ROOM, SHERATON WASHINGTON HOTEL

TALKING POINTS

- o I AM REALLY PLEASED TO BE WITH YOU TODAY, AND I THANK YOU FOR INCLUDING ME IN THESE DISCUSSIONS. SCIENCE AND TECHNOLOGY PROGRAMS HAVE BEEN A TOP PRIORITY OF THE FEDERAL GOVERNMENT AND THE DEPARTMENT OF TRANSPORTATION OVER THE LAST FOUR YEARS, AND I CAN ASSURE YOU THIS PRIORITY WILL CONTINUE UNDER SECRETARY-DESIGNATE SLATER'S LEADERSHIP.**
- o WITHIN DOT WE ARE PARTICULARLY SENSITIVE TO THE LINKS AMONG TRANSPORTATION RESEARCH, ECONOMIC PROSPERITY, JOB CREATION, AND QUALITY OF LIFE. OUR FIRST DOT STRATEGIC PLAN INCLUDED DEVELOPING A NEW ALLIANCE BETWEEN THE NATION'S TRANSPORTATION AND TECHNOLOGY INDUSTRIES AS A MAJOR GOAL FOR THE DEPARTMENT. DEPARTING SECRETARY PEÑA AND I HAVE RESTRUCTURED DOT'S RESEARCH COORDINATION MECHANISMS TO: (1) ACHIEVE THIS GOAL; (2) STRENGTHEN THE LINKS AMONG THE R&D PROGRAMS ACROSS THE DEPARTMENT, AND BETTER COUPLE R&D TO THE POLICY LEVEL; AND, (3) IMPROVE THE OVERALL EFFECTIVENESS OF THE DEPARTMENT'S R&D PROGRAM.**
- o APPRECIATING THE FACT THAT DOT CANNOT ACHIEVE THAT GOAL, AND OTHER NATIONAL TRANSPORTATION GOALS ALONE, SECRETARY PEÑA AND I HAVE PUSHED TO CAPITALIZE ON THE R&D CAPABILITIES OF OTHER AGENCIES. WE HAVE DONE THIS NOT ONLY AT THE MODAL LEVEL, AMONG RESEARCHERS AT SEVERAL AGENCIES --**

SUCH AS BETWEEN FAA AND NASA -- BUT MORE IMPORTANTLY AT THE CABINET LEVEL FROM A POLICY AND SYSTEM PERSPECTIVE.

- o IN 1993 PRESIDENT CLINTON CREATED THE NATIONAL SCIENCE AND TECHNOLOGY COUNCIL, OR NSTC. THIS CABINET-LEVEL COUNCIL IS THE PRINCIPAL MEANS BY WHICH THE PRESIDENT COORDINATES SCIENCE, SPACE, AND TECHNOLOGY POLICIES ACROSS THE FEDERAL GOVERNMENT, AND HAS PROVIDED A MAJOR FORUM FOR COMMUNICATION ON RESEARCH ISSUES.**
- o THE NSTC WORKS THROUGH NINE COMMITTEES, ONE OF WHICH IS DEVOTED EXCLUSIVELY TO TRANSPORTATION R&D. I CHAIR THAT COMMITTEE, AND DR. ROBERT WHITEHEAD, NASA'S ASSOCIATE ADMINISTRATOR FOR AERONAUTICS, SERVES AS VICE CHAIR. DR. HENRY KELLY, ACTING ASSOCIATE DIRECTOR FOR TECHNOLOGY OF THE OFFICE OF SCIENCE AND TECHNOLOGY POLICY, SERVES AS WHITE HOUSE CO-CHAIR. COMMITTEE MEMBERS COME FROM AGENCIES THROUGHOUT THE EXECUTIVE BRANCH WHO PERFORM OR SUPPORT TRANSPORTATION RESEARCH, INCLUDING THE DEPARTMENTS OF DEFENSE, COMMERCE, AND ENERGY AND THE ENVIRONMENTAL PROTECTION AGENCY, AMONG OTHERS.**
- o IN ITS FIRST FEW YEARS THE NSTC TRANSPORTATION R&D COMMITTEE DEVELOPED INTERAGENCY TRANSPORTATION PLANS, REPORTS, AND GUIDANCE WHICH HELPED TO PRIORITIZE THE FEDERAL GOVERNMENT'S TRANSPORTATION R&D INVESTMENTS. ONE KEY INPUT TO THIS PROCESS WAS A "FORUM ON FUTURE DIRECTIONS IN TRANSPORTATION R&D" WHICH TRB HOSTED ALONG WITH THE NSTC. THAT FORUM WAS TO REACH OUT TO ACADEMIA, INDUSTRY, AND STATE AND LOCAL GOVERNMENTS AND START BRINGING THEM INTO THE FEDERAL GOVERNMENT'S R&D PLANNING PROCESS.**

- o IN AUGUST 1996 WE TRIED TO REENERGIZE THE COMMITTEE'S ACTIVITIES BY REPLACING ITS SUBCOMMITTEES WITH THREE R&D PLANNING TEAMS: ONE WHICH WOULD DEVELOP AN INTERMODAL TRANSPORTATION S&T STRATEGY, A SECOND EXAMINING INFORMATION INFRASTRUCTURE ISSUES, AND A THIRD LOOKING AT HUMAN-CENTERED TRANSPORTATION SAFETY RESEARCH.**
- o AGAIN, TRB'S HELP IN THIS PROCESS WAS INVALUABLE. TO SUPPORT THE TEAMS, TRB ARRANGED FOR TWO ONE-DAY WORKSHOPS TO EXPLORE KEY SYSTEM LEVEL ISSUES WITH A BROAD CROSS-SECTION OF LEADERS WITH BOTH MODAL AND INTERMODAL EXPERIENCE CONCERNED WITH TRANSPORTATION TECHNOLOGY. ONE, WHICH WAS LED BY NORM ABRAMSON, EXAMINED THE ROLE AND POTENTIAL OF "SHOWCASE TECHNOLOGIES" IN TRANSPORTATION INNOVATION. THE OTHER, WHICH WAS LED BY JOE SUSSMAN, EXAMINED PERFORMANCE INDICATORS FOR TRANSPORTATION R&T ACTIVITIES.**
- o THE TEAMS PRESENTED THEIR FINDINGS TO US IN NOVEMBER 1996, AND INCLUDED SOME FAR-REACHING AND EXCITING PROPOSALS. MOST, IF NOT ALL, OF THEM SPAN MODAL LINES, WILL REQUIRE GOVERNMENT/ INDUSTRY/ UNIVERSITY PARTNERSHIPS, AND NECESSITATE A MORE AGGRESSIVE INTERMODAL/ MULTIMODAL RESEARCH PROGRAM.**
- o THIS PAST MONDAY THE MEMBERS OF THE NSTC TRANSPORTATION R&D COMMITTEE AND I MET WITH THE PRESIDENT'S SCIENCE ADVISOR, DR. JACK GIBBONS, TO SHARE THESE FINDINGS WITH HIM. DR. GIBBONS SHARED OUR EXCITEMENT, AND WE ARE NOW EXPLORING IMPLEMENTATION ACTIVITIES IN AREAS HIGHLIGHTED BY THE TEAMS.**

- o WE ARE NOW FORMALIZING A STRATEGIC PLANNING PROCESS FOR TRANSPORTATION R&D, AND PLAN TO INCLUDE THE TRB AS A KEY PLAYER IN THAT PROCESS. THERE ARE DISCUSSIONS ONGOING WITH THE NRC AND TRB ABOUT DEVELOPING A MECHANISM TO PROVIDE BROAD SYSTEM LEVEL AND STRATEGIC INPUTS FROM THROUGHOUT THE RESEARCH COMMUNITY TO THIS PROCESS.**
- o I APPRECIATE THE CORDIAL AND EFFECTIVE WORKING RELATIONSHIP THAT TRB AND DOT HAVE FORGED OVER THE YEARS. I KNOW THE MODAL ADMINISTRATORS, WHO YOU WORK WITH CLOSELY, HAVE BENEFITTED FROM YOUR SOUND AND TIMELY ADVICE. AS WE GRAPPLE MORE AND MORE WITH SYSTEM LEVEL ISSUES, AND FOCUS ON MOVING PEOPLE, RESOURCES, AND GOODS MORE SAFELY, SECURELY, EFFICIENTLY AND EFFECTIVELY, I HOPE THAT YOU CAN CONTINUE TO ASSIST US.**
- o AGAIN, THANK YOU FOR LETTING ME JOIN YOU TODAY, AND I LOOK FORWARD TO WORKING WITH THE EXECUTIVE COMMITTEE MORE IN THE FUTURE.**

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
TRANSPORTATION RESEARCH BOARD SESSION
TRANSPORTATION SECURITY: A SYSTEMIC APPROACH
WASHINGTON, D.C.
JANUARY 15, 1997**

(Introduction to be made by Admiral Paul Pluta)

Opening

Thank you, Admiral Pluta. I'd like to begin my remarks by bringing you greetings from Secretary Peña. Over the last four years he's made security and safety America's highest transportation values. It's a commitment which I know will continue under Secretary-designate Rodney Slater's leadership.

That's because *nothing* is more important to any of us than giving the America people the protection they expect and deserve -- and there are few areas in which the job of protecting the public is more challenging than in transportation.

Ours is a transportation system so vast that it touches all of our lives every day. It's a system that ensures our prosperity -- that sustains our quality of life -- and that symbolizes to the world our nation's freedom of mobility.

Our dependence on this system grows as our economy's need for efficiency increases and as the global economy becomes a reality and not just a buzzword.

The system's very size and reach mean that while we use it we're subject to many of the same risks we face in other aspects of our lives: the threats of crime and terrorism.

The threats we face

International terrorism -- piracy -- smuggling of stowaways and drugs -- cargo theft and fraud -- bribery and extortion -- are among the forms these threats take.

These threats reach both passenger and freight operations -- in all modes -- and affects not only physical security but also the information systems and advanced technologies which increasingly are at the heart of transportation operations.

While we might wish it otherwise, these threats *are* real, and the biggest mistake we could make is to somehow convince ourselves that Americans are immune.

As we've seen in places as different as New York's World Trade Center -- Oklahoma City -- and the Arizona desert, we're no more inherently immune from criminal terrorism than were innocent users of the transportation systems in Paris or Tokyo or Tel Aviv.

Nor should we take solace if last year's tragic TWA Flight 800 disaster should prove to have been caused by mechanical failure rather than terrorist action.

Instead, we should consider it to be a wake-up call. An event like that reminds us of our vulnerability -- and inspires us to take the necessary steps to enhance security.

It's not my purpose today to speak in detail about what those steps should be; our expert panel will talk about what's being done to improve security in each of their respective fields.

Instead, I'd like to talk briefly -- and in general terms -- about three major factors in our field that have created new areas of vulnerability.

Intermodalism

First, intermodalism. By this I mean the use of more than one form of transportation to move people or products where they need to go. As many sessions here at TRB would note, doing this maximizes efficiency, speeding travel and cutting costs.

But at the same time, increasing the number of modes used -- the number of transfer points -- and the number of people with access to the system -- also increases the number of opportunities for hostile intervention.

The points of vulnerability may range from containers and other freight shipments which pass through multiple terminals -- to baggage handling that may be done outside of guarded areas -- to insecure passenger transfers.

And intermodalism can mean that no one organization is responsible for the security of an entire trip or shipment, which make protective efforts difficult to coordinate.

Intermodalism *is* the wave of the future, but we have to ensure that we don't sacrifice security for efficiency. We need to incorporate security into the design of intermodal facilities and procedures so that we can ensure their integrity.

Internationalization of travel

The second challenge is the increasing internationalization of our transportation system, a change spurred by the globalization of the economy.

Through initiatives like NAFTA and the General Agreement on Tariffs and Trade -- and the recent commitments by Pacific Rim and Latin American nations to move towards free trade, President Clinton's focus on gaining access to markets abroad will create plentiful opportunities for U.S. businesses.

We can make the most of these opportunities only if we have the transportation facilities and services we need to transport goods and travelers between our nations.

We've worked to provide them by investing in our system's infrastructure and services, and international travel has been expanding in concert with increased trade.

As with the other changes I've described, that increases the opportunities for those who would take advantage of our system's openness: pirates, terrorists, and smugglers of drugs, aliens, and other contraband.

We clearly want to continue the access to international markets that's going to be the foundation for economic growth in the 21st century. We also need to ensure that this access compromises neither the safety of our people nor the integrity of our laws.

Doing that demands not only that we ensure the security of our frontiers and cross-border facilities, but that we enter into agreements with our trade partners to develop processes that will guarantee secure transport systems.

I hope that the international character of this and other sessions at TRB will help to build on the efforts we've started -- through regional and bilateral trade negotiations and through existing security initiatives -- to ensure that we keep making progress towards this goal.

Information systems

The final challenge we face is the threat to the information and communications systems and the other advanced technologies that increasingly are a part of our transportation systems.

These technologies -- Intelligent Transportation Systems for our highway and transit systems -- Positive Train Control for intercity passenger and freight railroads -- automated air traffic control systems -- global positioning satellites -- and others are rapidly increasing transportation safety and efficiency.

They are, in fact, our future -- *and that future is now.*

These systems have enormous potential, but there also is the risk of sabotage by high-tech terrorists.

In fact, they're vulnerable not only to terrorists but to the computer hackers who have disrupted information-based systems in finance, communications, and other areas.

In a sense, this is nothing new: the electronic systems we use today in everything from traffic lights to railroad signals also are vulnerable.

However, the systems that are now being created today often are both more centralized and more extensive than their predecessors, and could provide tempting targets.

So, as we develop these new technologies, we need to build in the relatively simple measures we need to ensure their security -- and the safety of the traveling public and other system users.

Closing

These challenges -- intermodalism, increases in international travel, and information systems -- have in common the fact that they transcend the traditional operational boundaries of our field. Meeting them demands that we take a systemic approach to these programs by looking at our transportation system in its entirety.

That requires unprecedented levels of cooperation and coordination. We've learned from decades of experience here and abroad that practical -- cost-effective -- and flexible security measures *are* achievable.

We'll work with you -- with our other partners within the U.S. -- and with governments overseas to combat the threats we face so they're never a danger to our people, and so that our transportation system can serve its purpose of powering our economy and enhancing our quality of life.

We've been relatively lucky in this country -- so far. But there are people in this world who -- for whatever reason -- make a practice of terrorizing others. Our transportation system can never meet its potential as long as they're a threat, and we look forward to working with you to ensure its security.

Let me close by thanking you for your time and attention. Now, I'd like to turn the platform back to Admiral Pluta...

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
DOT EMPLOYEE FAREWELL TO SECRETARY PEÑA
WASHINGTON, D.C.
JANUARY 17, 1997

[Upon Secretary's arrival in the auditorium, you proceed to podium to begin the ceremony.]

Ladies and gentlemen, the Secretary of Transportation, Federico Peña.

[Honors by the USCG Band. The Secretary and his family arrive and sit front row center.]

Please stand for the presentation of the colors.

[Color Guard presents colors. Band plays National Anthem. USCG Band and Color Guard exit stage and assemble at the side of the auditorium.]

Good morning. I'm Deputy Secretary of Transportation Mortimer Downey, and I'd like to thank you all for coming.

I'd especially like to thank Admiral Inger, Director of the National Air and Space Museum, for hosting this morning's event. And I want to thank Kitty Higgins, the President's Cabinet Secretary, who has worked so closely with Secretary Peña, for joining us.

Today's event gives the Department's operating administrations the opportunity to thank Secretary Peña and to present him with tokens of appreciation for his leadership.

I want to begin by welcoming the Secretary's wife, Ellen Hart Peña, and his daughters, Nelia and Cristina. Those of us who have worked closely with the Secretary know that they've been a source of strength and support for him through the most challenging times. (*Lead applause.*)

And I'd like to say a few personal words. You're going to hear a lot this morning about the Secretary's accomplishments: international aviation agreements, increased investment in technology and infrastructure, a streamlined DOT, and so many others.

It's quite proper to focus on the man's achievements, but I hope we don't let them overshadow the man.

I've worked closely with the Secretary throughout his four years, and I want to say that I've met few men or women in public life who equal him in modesty and self-effacement -- qualities not usually associated with Washington, D.C. -- or who equal his commitment to acting strongly on his beliefs.

This Secretary has been wonderful to work with -- someone who is unassuming and considerate, yet forceful in doing what's right -- someone who is at once visionary and pragmatic.

That blend of personal qualities is what has enabled him to make this such an extraordinarily productive administration.

Mr. Secretary, I know that I can speak for everyone here when I say that I'm proud to have served with you these past four years -- and I'm happy that you'll continue to be a part of President Clinton's team.

Well, I always try to follow President Franklin Roosevelt's advice for public speakers -- be sincere, be brief, be seated -- and we have other speakers this morning, so I'd like to give them a chance.

I'd like to start by asking Kitty Higgins to present a letter in which President Clinton offers his thoughts. Ms. Higgins...?

[Kitty Higgins reads Presidential letter.]

Thank you. Now I'd like to ask Katherine Archuleta, the Department's Chief of Staff, to speak on behalf of the Office of the Secretary. Katherine...?

[Baton introductions through the Secretary's remarks and presentation to Rodney Slater. Order: OST, USCG, RSPA, FAA, FRA, FTA, NHTSA, SLSDC, BTS, MARAD, FHWA. You return to the podium after presentation to Rodney.]

Mr. Secretary, we'd like your family to join you here on the stage.

[Once they've joined you...]

On behalf of the Department's employees, we'd like to present you with the Secretarial flag.

[Secretarial flag is lowered by USCG, folded, and given to you for presentation to the Secretary. A USCG Honor Guard member will present roses to Mrs. Peña.]

Thank you, Mr. Secretary, for your leadership -- and best of luck in your new post as Secretary of Energy.

[USCG Band plays as Secretary and employees exit.]

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**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
TRANSCOM ITS MODEL DEPLOYMENT INITIATIVE AWARD
JERSEY CITY, NEW JERSEY
JANUARY 27, 1997**

Good morning. I'm Deputy Secretary of Transportation Mortimer Downey, and I'd like to welcome you to today's event.

Joining me are several senior government and business leaders from the New York-New Jersey-Connecticut region, and I want to introduce them.

First, Frank Lautenberg, the senior Senator from New Jersey. Over the past fourteen years Senator Lautenberg has steadfastly championed the federal investment that's helped to rebuild transportation systems in New Jersey and throughout this entire region. We're proud to have been his partner, especially in the area of bringing technology to transportation.

My good friend John Daly is Commissioner of the New York State Department of Transportation.

My former transit colleague, John Haley, is the acting Commissioner of Transportation in New Jersey, a position which also chairs New Jersey Transit's board.

Harry Harris is Deputy Commissioner of Transportation in Connecticut and the current Chairman of the I-95 Corridor Coalition, which has done so much to advance regional cooperation in transportation.

My old colleague Michael Ascher -- President of MTA Bridges and Tunnels -- is the new Chairman of TRANSCOM -- which brings together fourteen transportation agencies in the three-state area -- and which will coordinate the initiative we're announcing today.

Finally, Michael Schoultz is a Senior Vice President of Lockheed Martin Federal Systems, the lead firm in the private sector consortium which is working with TRANSCOM to make this partnership a reality.

I'd like to begin my remarks by bringing you greetings from President Clinton -- from Vice President Gore -- from Secretary Peña -- and from Secretary-designate Rodney Slater.

As you might expect, they've been giving a lot of thought to the future, and to how we can shape its course to improve the lives of all Americans.

In his Inaugural Address last week the President spoke about the power of the Information Age -- and of our responsibility to harness that power for the benefit of all of our citizens.

Here in this region we're doing that for transportation. President Clinton has awarded more than \$10 million for an intelligent transportation systems model deployment -- one of just four around the country that will showcase how public-private partnerships can be put together for the information technologies that will make travel faster -- safer -- and more efficient.

These advanced information technologies are necessary, because -- although our existing transportation system has given us prosperity and a high quality of life -- it doesn't have the capacity to meet the needs of our growing economy.

Even today we see congestion -- congestion which each year costs us nearly \$50 billion in delays and lost productivity, and which wastes two billion hours of Americans' time.

We can't continue to be prosperous if shipments of products and raw materials are stuck in gridlock, nor will our quality of life be what it should be if commuters spend ever more hours away from their families.

Building new roads and extending transit systems is one of the ways we're going to expand our transportation system's capacity and reduce congestion, but we have neither the resources nor -- in urban areas like this one -- the land to build all the new facilities we'll need.

So we also have to look to new solutions which can maximize the efficiency and the safety of our existing highways and transit lines.

Intelligent transportation systems are one way to do that. These systems use advanced information and communications technologies for everything from automating traffic signals and freeway on-ramps to deploying transit buses and emergency vehicles to tracking products via satellite.

These technologies -- when integrated regionally -- can provide up to two-thirds of the additional travel capacity we need over the next couple of decades -- at less than a quarter of the cost of building new roads. *That's* the kind of bargain we need in an era of limited resources.

These technologies also will increase safety. For instance, emergency vehicles in Minneapolis are equipped with automatic locators which speed dispatching to crashes, and that's cut response times by 20 minutes. Integrating these new technologies can save lives every day.

To make all of this a reality, Secretary Peña established Operation Timesaver, which will deploy these intelligent transportation systems around the country over the coming decade.

That will cut urban travel times by 15 percent -- in effect giving commuters an extra week of vacation each year to spend with their families.

The model deployment initiative we're unveiling today is the first step of this effort.

It's going to enable TRANSCOM and its private sector partners to use the region's current data network to give commuters and truckers throughout the area real-time traffic information.

Travelers will have two choices: to call in and find out about current traffic and transit conditions anywhere in the region, or to file personalized trip plans and be automatically notified of delays.

Having this information will empower them to make smart decisions to avoid delays: to take different routes -- leave at different times -- or use other forms of transportation.

In fact, this region was chosen in part because its excellent transit systems provide viable alternatives. Indeed, one of our expectations is that this travel information system will increase awareness of transit as a sensible choice and boost ridership throughout the region.

And this is just the first step.

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

One of the tests of that commitment comes later this year with the expiration of ISTEA -- the Intermodal Surface Transportation Efficiency Act.

ISTEA authorizes federal highway and transit programs, and it jump-started federal support of intelligent transportation systems.

Much of the credit for that goes to Senator Lautenberg, who was among ISTEA's foremost champions in Congress six years ago.

Now we're getting ready to work with the Senator and his colleagues to reauthorize these programs, and we want to make sure that intelligent transportation systems are among them. We're looking forward to bipartisan support for these initiatives.

That will enable us to provide a sound foundation for the technology-based transportation system we'll need in the 21st century.

And it all begins here -- today -- with TRANSCOM's traveler information system, which will serve as a model for similar projects across the country in the years to come.

This morning the other participants here, beginning with Senator Lautenberg, will tell you more about what this program means for the region.

Before I turn the podium over to Senator Lautenberg, I'd like to ask him -- Michael Ascher -- and Michael Schoultz to join me as I present this \$10 million check to Commissioner Daly, Commissioner Haley, and Deputy Commissioner Harris...

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