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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
WHITE HOUSE NEXTEA AND TECHNOLOGY EVENT  
WASHINGTON, D.C.  
JUNE 3, 1997**

Good afternoon. Today I'd like to talk about how NEXTEA -- President Clinton's \$175 billion proposal to reauthorize federal highway and transit programs -- will help to give us the technologies we need for safe and efficient transportation in the 21st century.

While the overall investment in NEXTEA sets a new standard, even with the contributions from our state and local partners it will never reach all of our needs unless we're smart about our technology investments.

We need to make the system operate better -- we need to improve our construction with new methods and materials -- and we need the kind of smart workforce that can put all these innovations in the right places.

To do this, the President has increased transportation technology investment to record levels, and the \$4 billion in technology funding proposed in NEXTEA will sustain that commitment in each of the key areas.

The first is Intelligent Transportation Systems -- the use of advanced communications and information systems to make travel safer and more efficient.

They include everything from synchronized traffic lights to automated highways, and -- after six years of research and more than 80 operational tests -- we know these systems are real and that they work. I see many familiar faces from today's ITS America meetings, and I know you agree.

ITS could reduce congestion and cut by 35 percent the cost of providing the highway capacity we need over the next decade. ITS crash avoidance systems now being developed could prevent a million traffic accidents a year, saving thousands of lives and \$26 billion annually in medical and other costs.

We're convinced that ITS is a solid investment, and we've included \$678 million in NEXTEA for research and development, and to provide training and technical assistance to states and localities.

These systems are much less efficient if they aren't linked together, or if the systems in neighboring cities can't interact. That's why we've proposed \$600 million in incentive grants to help cities integrate the different technologies used in ITS and to make technologies compatible between different jurisdictions.

This program also would enable rural areas to deploy ITS for faster emergency responses on isolated roads and states to deploy commercial vehicle operations such as electronic clearance of trucks at state borders.

Since federal funding won't be enough to do all that needs to be done, we've designed these grants to leverage additional investment from state and local governments and the private sector.

In addition to these dedicated funds, NEXTEA would give state and local officials unprecedented flexibility to use their regular federal construction funds for ITS deployment.

The second area of technology in which we propose to invest is in advanced materials for stronger, longer-lasting, and less costly roads and bridges and for new types of vehicles.

Composite materials being tested in California can earthquake-proof bridges and elevated highways. High-performance concrete, such as was used on a new overpass near Houston, cuts construction and maintenance costs.

Superpave asphalt tested in Texas doubles pavement life, saving states and localities hundreds of millions of dollars annually and reducing traffic delays because of repaving.

And lightweight composites are being used for the energy-efficient Advanced Technology Transit Bus.

The federal role is critical here because neither other sectors of government nor industries with many small providers -- such as road paving -- have the resources for intensive, sustained research.

In such instances our research leadership and capital investment support can provide much the same impetus for eventual commercial success that federal investments through the Defense Department and NASA have given the aerospace industry.

The third area in which NEXTEA will make a difference is in preparing the transportation professionals our industry needs for the 21st century through continued support of university research programs, scholarships, and fellowships for graduate students and faculty.

NEXTEA's activities also would provide support for the Garrett A. Morgan Technology and Transportation Futures Program, named for the inventor of the automated traffic signal.

The Garrett Morgan program will challenge one million students to develop their math, science, and technology skills in preparation for careers in transportation.

I know our other speakers will have more to say about each of these initiatives, so let me close by reminding everyone that there are those who doubt technology's value -- or the federal government's role -- or who would rather see these funds going elsewhere.

*I hope their voices don't dominate the national debate about our transportation priorities that's now underway.*

You should know where President Clinton and Vice President Gore stand in this debate: they see science and technology as vital to our prosperity and quality of life, and they want to make sure that all of us in the transportation community have the tools we need to keep America moving.

They -- and all of us -- look forward to continuing this commitment into the 21st century. Thank you.



Now, we'd like to have two of our transportation partners speak.

First, Wayne Shackleford, Commissioner of the Georgia Department of Transportation and chairman of the American Association of State Highway and Transportation Officials, representing public sector agencies who are using technology to deliver transportation services.

Second, Norm Mineta, former chairman of the House Public Works Committee and currently Senior Vice President of Lockheed Martin, who will give us the view from a private sector perspective.

Wayne...?

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# TRANSPORTATION TRENDS

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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
ITS CONSORTIUM LUNCHEON  
WASHINGTON, D.C.  
JUNE 4, 1997**

I'd like to start by bringing you greetings from Secretary Rodney Slater. The Secretary sees initiatives such as the ITS Consortium as the wave of the future, public-private alliances to create opportunities in the high-technology industries of the 21st century. These "partnerships *at work*" are partnerships *that work*.

The Secretary wants to make sure we can continue producing these opportunities, and that commitment is most evident throughout our NEXTEA proposal to reauthorize the highway and transit programs which expire later this year.

NEXTEA, which would invest \$175 billion in surface transportation over the next six years, has enormous potential to create jobs and prosperity.

One element in its potential comes from the fact that part of its funding would go towards ITS. After six years of research and more than 80 operational tests, we know these systems are real and we know they work. I see many familiar faces from this week's ITS America meetings, and I know you agree.

We're convinced that ITS is a solid investment, and we've included \$678 million in NEXTEA for ITS research and development, and to provide the training and technical assistance to states and localities that will allow them to be successful implementors.

These systems are much less efficient if they aren't linked together, or if the systems in neighboring cities can't interact. That's why we've proposed \$600 million in incentive grants to help cities integrate the different technologies used in ITS and to make technologies compatible

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between different jurisdictions, and to help states deploy ITS in rural areas and for commercial vehicle operations.

Since federal funding won't be enough to do all that needs to be done, we've designed these grants to draw out and leverage additional investment from state and local governments and the private sector. In addition to these dedicated funds, NEXTEA would give state and local officials unprecedented flexibility to use their regular federal construction funds for ITS deployment.

In addition to expanding the pool of potential ITS funds, it's also consistent with our broader policy of returning joint decision-making authority to the state and local officials who know best what their communities' needs are.

NEXTEA would increase overall transportation investment by 11 percent over current levels, and that's going to support a million high-wage jobs and strengthen businesses and communities across America. We want to make sure that the opportunities NEXTEA offers are shared equally, and we've included provisions to make that possible.

Our program to help woman- and minority-owned businesses also expires this year, and NEXTEA would reauthorize it. We want to continue this program with regulatory modifications we proposed last week, many of which resulted from the review of affirmative action President Clinton directed us to make two years ago.

These changes would carry out the President's order that we mend, not end, affirmative action. The changes also streamline this program, making it both more effective and less burdensome on the very businesses it's trying to help.

Our bottom line is that we want to sustain our commitment to these businesses. They deserve a chance to compete on an equal basis, to show what they're capable of, and we want to make sure that they have that opportunity.

The result is that under NEXTEA minority- and woman-owned businesses could receive \$20 billion in contracts to build America's highways and transit systems.

Our commitment is not just to today's businesses, and to today's transportation, but to the future. That's why NEXTEA would continue our commitment to Historically Black Colleges and Universities, Hispanic-Serving Institutions, American Indian Community Colleges, and other minority institutions of higher education.

In fact, we not only want to continue their participation in the grants and cooperative agreements we award, we want to increase it.

*(More)*

NEXTEA would enable the Secretary to establish an assistance program designed to remove barriers to their participation. This program also would help them gain the experience and expertise they need to become competitive with other educational institutions.

NEXTEA's educational provisions have a special significance for ITS, which is going to be the engine of transportation job creation in the new century.

NEXTEA would expand our mandate to foster cooperation between state and local governments and the private sector in ITS deployment by explicitly adding a reference to involving Historically Black Colleges and Universities and other Minority Institutions of Higher Education in ITS deployment work.

We hope that's going to broaden opportunities for these schools to participate in ITS programs.

Finally, NEXTEA's activities also would provide support for the Garrett A. Morgan Technology and Transportation Futures Program.

This new initiative will challenge one million students to develop their math, science, and technology skills in preparation for careers in transportation, and foster lifetime learning.

It's appropriate that this program, which may make a greater difference than any of our other initiatives in the lives of our children, is named after the African American who was truly the grandfather of ITS, the man who invented the automated traffic signal: Garrett Morgan.

Let me close by saying that we should be proud of what we've done to expand opportunity to all Americans. This country is a fundamentally better and fairer place than it was a generation ago, and we need to keep these doors open for *all* Americans.

In Secretary Slater's view, and mine, that is what our programs are all about. They're a search for excellence and ability -- a way to give all Americans the chance to show their talents, and to contribute in a positive way. Thank you.

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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
POLICY ISSUES IN AEROSPACE OFFSETS WORKSHOP  
WASHINGTON, D.C.  
JUNE 9, 1997**

*(Per Dr. Charles Wessner, your opening remarks should be very brief. Each panelist would have 12 minutes -- 15 max -- followed by 15 minutes of Q&A.)*

I'm Deputy Secretary of Transportation Mortimer Downey, and I'll be moderating this panel, which asks the question: "Do Offsets Cost or Keep Jobs?" That's a more direct question than is usually asked in Washington, and let's see if we can honor it by providing an equally direct answer.

As you've heard today, this issue has generated lots of high-level concern driven by the fact that the aerospace industry -- directly and indirectly -- accounts for nearly 1.8 million U.S. jobs.

Many of these are high-skill, high-wage jobs. In fact, aerospace manufacturing pays 45 percent more than manufacturing as a whole. These are the kinds of jobs which can provide opportunity and security, and everybody wants to see more of them. The question is: how best to generate them?

From what we've heard so far today it's clear that there are two very distinct views of the right answer, but that doesn't mean they're as simple as "yes" and "no."

One view holds that offsets generate -- or at least maintain -- domestic jobs by increasing overall worldwide sales, and the other believes they cost jobs by shipping production overseas today and by creating new foreign competitors tomorrow.



Answering this question is crucial. Although the impact on domestic employment can't be the only issue we consider when discussing offsets, it's obviously one of the most significant. We always need to consider what effect overseas economic policies will have on American jobs. That's true even if jobs ultimately must be subordinate to such concerns as national security.

We have three excellent panelists who will try to provide answers to this very difficult, but very important, question.

First, Rob Scott, an expert in global trade and industrial policy issues at the Economic Policy Institute and Associate Director of the University of Maryland's Center for International Business Education and Research.

Second, Joel Johnson, Vice President, International, of the Aerospace Industries Association of America, a trade association representing 50 major manufacturers of aircraft and their components.

Third, Owen Herrnstadt, Director of the Department for International Affairs of the International Association of Machinists and Aerospace Workers.

I'd like to ask Rob Scott to start by giving us an overview, including the available data and recent trends...

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FINAL

**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
TASK FORCE ON ASSISTANCE TO FAMILIES IN AVIATION DISASTERS  
WASHINGTON, D.C.  
JUNE 9, 1997**

I'm Deputy Secretary of Transportation Mortimer Downey, and -- on behalf of Secretary Slater, who is out of town -- I'd like to welcome you to the first meeting of the Task Force on Assistance to Families in Aviation Disasters.

I'd like to thank the task force's members for taking the time to get involved and help us to address this extremely sensitive issue.

I especially appreciate the willingness of family members to contribute their ideas and experiences. I know that this effort won't be easy for you, but I hope you'll take from it the satisfaction of knowing that you're making a difference -- and I hope that it helps you with your personal healing.

I want to thank Nancy McFadden, DOT's General Counsel, who has made this issue her own over the past year. I also want to thank Steve Okun, who is serving as the task force's executive director. I think you'll find both of them to be indispensable assets as you carry out your mandate.

And that mandate is clear: the task force was created to recommend ways to improve the treatment of families of passengers involved in aircraft accidents.

President Clinton and Congress acted after concerns arising from several high-profile airline crashes -- incidents in which the families of passengers -- some of whom are here today -- weren't always treated as sensitively as they deserved.

Now, the scenes of aviation accidents are often chaotic -- information may not be available as soon as we'd like -- and there are legitimate concerns about matters such as privacy and the preservation of evidence to determine a crash's cause.

But let me be clear: that is never an excuse for failing to treat grieving families with the courtesy and respect they deserve.

These families are going through the most wrenching experience imaginable -- the sudden loss of a loved one -- and it's the obligation of everyone involved -- airlines, airport operators, emergency service providers, government agencies at all levels -- to respond speedily, accurately, and sensitively to their concerns. Secretary Slater and I believe that, and I hope everyone here agrees.

Of course, it's not enough just to say that we're going to be sensitive. There's a wide range of issues -- including family privacy, notification timeliness, and the compilation of passenger manifests -- that needs to be addressed.

I don't want to underestimate the complexity of these matters, or the difficulty of coming up with solutions that genuinely meet everyone's needs.

But, with your help, we're going to try, starting this morning. Today's meeting will focus on the role of federal, state, and private entities at accident sites, and the issues we face in the treatment of families of those involved in accidents. They're the most fundamental issues, and the logical place to start.

I can't stay for your entire meeting, but I wanted to have a chance to meet you -- could we take a couple of minutes to introduce ourselves...?

*(After self-introductions)*

I'm going to have to leave now, but let me just say that Secretary Slater -- and I -- are committed to providing DOT's full cooperation and support in your work, and we're looking forward to seeing your progress.

Someday, we'll reach our goal of zero aviation accidents; until then, our response to crashes needs to be as compassionate and effective as we can make it. With your help, we'll make the necessary improvements. Thank you, and good luck over the coming months.

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# TRANSPORTATION TRENDS

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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
NATIONAL CONFERENCE ON CRITICAL ISSUES  
FOR THE FUTURE OF INTERCITY PASSENGER RAIL  
WASHINGTON, D.C.  
JUNE 10, 1997**

Thank you, Mike, for that introduction, and for your service as chair of this conference's steering committee. I also want to thank our co-sponsors -- TRB, Amtrak, and the EPA -- and I also want to thank the American Rail Passenger Coalition for its cooperation in making this conference a reality.

I'd like to start by bringing you greetings from Secretary Slater. The Secretary is working to promote President Clinton's goal of a balanced, intermodal transportation system, one which is safer, more efficient, and less polluting, and doing that naturally includes supporting intercity passenger rail.

*Americans long depended on passenger railroads to meet their mobility needs. While we let the role of such services diminish after this century's midpoint, we're now seeing their renaissance, and that's the foundation for the rail systems of the new century.*

We've fought for the funding Amtrak needs, upgraded the Northeast Corridor, made rail safety a national priority, and supported high-speed rail research and development. That builds on a commitment which the Department of Transportation inherited at its founding 30 years ago, a commitment which is as strong now as it was then.

With work on the \$3 billion Northeast Corridor high-speed project moving towards its 1999 completion, we're about to see the best evidence yet of that strategy's soundness. The high-

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quality service that has already resulted on the southern end of that heavily-traveled corridor has enabled Amtrak to be a viable option for travelers, reducing the pressure on highways, airports, and air traffic control systems.

Amtrak, of course, is the foundation of American intercity passenger rail, and the NEC upgrading is only part of our support of its efforts to build for long-term success. And under Tom Downs' leadership, Amtrak has moved aggressively to reinvent itself over the past few years.

Amtrak has increased its focus on customer service, responding to market demands and realities. It has reorganized to cut costs and to improve service quality, restructuring into separate business units that are closer to their customers and more sensitive to customer needs.

Amtrak has strengthened its relationships with the states which it serves, and they've responded by increasing their support of rail; state funding of Amtrak nearly doubled between 1995 and '96. Amtrak has used its federal and state funds well, investing in new equipment and upgrading its facilities, reducing maintenance costs and improving reliability. And it has pursued entrepreneurial opportunities, such as mail and express freight services, whose revenues can support its primary mission of passenger operations.

At the urging of the President and Congress, Amtrak adopted a strategic plan that calls for it to eliminate its dependence on federal operating support by 2002. That's an ambitious goal, but one that's achievable. However, Amtrak can't do it alone. Amtrak needs the support of the Congress, the President, the states, the private sector, and its employees to fulfill the strategy: to continue invest capital to enhance its operations, end its reliance on federal operating assistance, and thrive over the long-term.

The federal commitment is seen in NEXTEA, President Clinton's six-year, \$175 billion proposal to reauthorize the federal surface transportation programs which expire later this year. Although highway and transit programs have been the focus under the ISTEA legislation, its successor gives us a chance to make our programs truly intermodal, and to give intercity rail the sustained support it deserves.

Nearly \$4.8 billion in federal funding would be provided over the next six years to enable Amtrak to continue upgrading equipment, facilities, and service. For the first time, that aid would be provided from a stable and continuing source: contract authority under the Highway Trust Fund. In addition to direct allocations to Amtrak, such provisions as continued support of grade crossing improvements and eliminations would support intercity service.

NEXTEA also would expand the eligibility of most of our funding programs, such as the National Highway System, to include publicly-owned rail infrastructure and other capital investments. This flexibility would let states invest in the projects, including Amtrak projects, which make sense for their own needs.

*(More)*

It's clear that this is the right way to go. I mentioned earlier that state support for Amtrak has nearly doubled. We see success stories from coast to coast: Vermont's support of service over the Vermont routes to Montréal has been so successful that another line has been added. State-supported service between Portland and Seattle has seen a 45 percent rise in ridership.

Texas, North Carolina, Illinois, Wisconsin, Missouri, California, and New York all are directly supporting Amtrak service within their borders, because they can see its benefits on a daily basis. NEXTEA would enable states to use federal money as well as their own funds for these services, further leveraging support for Amtrak.

Rail also could benefit from the expansion of our existing state infrastructure bank programs. SIBs, as these banks are known, use federal seed money to leverage private and other nonfederal resources for capital projects, and NEXTEA would establish a continuing source of funding: \$900 million over six years to capitalize the banks or instruments for revenue-based financing.

Our proposed Infrastructure Credit Enhancement Program would offer credit support for major projects of national significance, especially those which cross state lines. Under this program, NEXTEA funding could help project sponsors to lower the interest costs of construction-related debt, improving the economics of rail projects.

NEXTEA also would continue our support of high-speed rail research and development, authorizing about \$118 million over the next six years. That would continue the work on advanced train control systems we and our partners have been carrying out, work which also could increase the safety, efficiency, and effective capacity of today's passenger and freight operations.

Put together, NEXTEA's proposals build on the foundation we've laid over the past several years. Last month we proposed a second legislative initiative that complements NEXTEA. The Amtrak Restructuring Act would reduce statutory burdens to enable Amtrak to become more entrepreneurial. For example, we want to empower Amtrak to make more of its scheduling, route, and service decisions on its own, based on its business needs.

We want states to have the right to enter into multistate rail service compacts that would support corridor services, something which now requires Congressional approval. We want Amtrak and the states along the Northeast Corridor to have the right to determine a more equitable sharing of operating costs between Amtrak and the commuter trains which run over its tracks. And, when Amtrak achieves operating sufficiency, we want to relieve it of a number of federal requirements which have been linked to that aid.

This bill also includes reauthorization of the Swift Act high-speed rail technology development program, which, as I mentioned, would be funded through NEXTEA.

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What's also important is what is *not* in our proposal: measures which could reverse the evolving partnership between Amtrak and its unions. We don't want to see the wholesale repeal of the protections developed over the years between management and labor. Instead, we're optimistic that the ongoing reforms to seek, and share, savings through better work practices can continue to reduce operating costs, and that such a voluntary effort is more productive in the long run.

Together, our Amtrak and NEXTEA proposals can put "America's railroad" on the path to success. Strong federal leadership is vital, but it can't by itself ensure rail's future success in America. That's why this conference is so important, and why your contributions are so vital. You can help to create the partnerships which bring together the private sector and all the levels of government -- federal, state, and local -- whose participation is necessary for us to achieve success.

That means the kind of partnerships we already see between Amtrak and its unions, partnerships in which each side cooperates and both move towards shared goals. I hope all of you will make your voices heard in the debates over NEXTEA and Amtrak restructuring, so that Amtrak can have the tools it needs to provide passenger services into the next century.

All of this is so important. Americans long depended on passenger railroads to meet their mobility needs. While we let the role of such services diminish after this century's midpoint, we're now seeing their renaissance, and that's the foundation for the rail systems of the new century.

We believe that rail operators and private entrepreneurs can, and should, work in partnership with all levels of government to ensure that we can meet our transportation challenges in the 21st century and beyond.

I congratulate you on coming together at this conference. Interested parties such as yourselves can, and must, play an important role in this effort, helping us to develop the passenger rail services that will enhance America's mobility. We look to you to help us make this a reality.

Let me close now by thanking you for your commitment to passenger rail, by encouraging you to stick with it, and by wishing you all good luck in your work. It's so very important to all of us. Thank you.

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*(In his remarks, the Deputy Secretary referred to C. Michael Walton of the University of Texas, chair of the conference steering committee; to U.S. Secretary of Transportation Rodney E. Slater; and to Amtrak President and Chief Executive Officer Thomas Downs.)*

**REMARKS AS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
ISTEA REAUTHORIZATION SAFETY FORUM  
VIENNA, VIRGINIA  
JUNE 12, 1996**

*OPENING REMARKS*

Good afternoon. 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, and then must be reauthorized. Although that's nearly a year and a half away, President Clinton has asked us to begin thinking about the direction of the federal government's role in surface transportation.

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.

Today's forum focuses on a subject of truly national concern: the safety programs authorized under ISTEA. I'd like to offer a few thoughts of my own, but before I do so I want to introduce several Department of Transportation officials who are with us today.

National Highway Traffic Safety Administrator Dr. Ricardo Martinez -- Jane Garvey, our Deputy Federal Highway Administrator -- Deputy NHTSA Administrator Phil Recht -- and Deputy Assistant Secretary Janno Lieber.

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

Your ideas will be important, because ISTEA's successes make it a tough act to follow. ISTEA 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 transportation's efficiency -- and, most importantly, to improve transportation safety and prevent needless deaths and injuries.

Well over 90 percent of transportation system deaths and injuries come in the surface modes which account for the vast majority of all travel.

Highway vehicle crashes alone kill more than 40,000 Americans a year and injure hundreds of thousands more. Each year they cost our economy about \$140 billion in medical expenses, wasted productivity, and other losses.

Smaller numbers are killed and injured in transit and railroad incidents -- many of them in crashes at highway grade

crossings -- but protecting the traveling public and transportation industry workers is no less vital in these modes.

Let me be clear: travel and transportation operations *must* become safer -- and we want to work cooperatively *with* our partners in the safety community -- in state and local government -- and in the transportation industry to strengthen safety.

Over the past three years we've worked with you to carry forward the work that's reduced the highway fatality rate by *two-thirds* in the last 30 years.

We've developed new efforts to combat impaired driving -- a new highway-rail grade-crossing initiative -- and proposals to improve vehicle safety.

Some of the most effective strategies are funded through ISTEA, ranging from increases in apportioned funds -- to incentive grants -- to research -- to safety training and education -- to technical assistance.

That has helped ISTEA and the programs it supports to become key parts of a public-private effort that reduced the highway fatality rate from 2.1 deaths per 100 million miles traveled in 1990 -- the last full year before ISTEA's passage -- to the current 1.7. That reduction is a success story that has saved thousands of lives and prevented tens of thousands of injuries.

We've had setbacks, too, such as last year's Congressional repeals of the national maximum speed limit and incentives for all states to pass motorcycle helmet laws.

We're moving forward with an action plan to continue progress despite the setbacks inherent in those repeals -- helping policymakers to see the real costs of crashes, providing states with technical advice on setting sensible speed limits, building on the progress we've made to date on zero tolerance laws, and developing new crash-avoidance technologies.

We hope that the action plan can blunt the effects of those repeals, but we face other challenges. Although the highway fatality rate has been stable, travel is increasing, and total fatalities have begun edging back up again.

Travel increases brought about by an expanding economy and population growth will continue that upward swing unless we build on our earlier successes.

So what we'd like to hear from you is: where do we go from here? How can we offset the impacts of growing travel -- of changing demographics and land use patterns -- of increases in aggressive driving and risky behavior by some?

We hope that you and our panelists can offer us some ideas on how we can best do so within the context of ISTEA reauthorization.



Let me close my comments with this thought. Some of what we at the federal level do involves a balancing process in which we must weigh safety with other legitimate concerns, such as the right of state and local officials to set policy in their jurisdictions and the needs of transportation providers and vehicle manufacturers.

Sometimes these decisions are difficult. The alternatives aren't always as clear as we'd like, nor will everyone always be happy with every choice.

But let me say that, when lives are potentially at stake *we must act* on our highest moral imperative -- and act *decisively* to enforce laws and protect the public's health and safety.

That principle, finally, must guide our actions when we frame public policy. I trust it will guide us as we work together to develop ISTEA's successor.

Before we begin our first panel, I'd like to ask DR. RICARDO MARTINEZ, our National Highway Traffic Safety Administrator, to say a few words.

*[ADMINISTRATOR MARTINEZ'S REMARKS]*

Now, I'd like to ask our Deputy Federal Highway Administrator, JANE GARVEY, to give us her thoughts.

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## *INTRODUCTIONS FOR PANEL 1*

I'd like to take a moment now to introduce the members of our first panel. They, and the members of the second panel, represent a broad spectrum of opinions and interests on these issues.

However, I want to make clear that they don't represent every opinion, nor can every safety issue be addressed today. The limited nature of a single forum means that some matters, such as transit safety, commercial vehicle inspections, and law enforcement may not be fully addressed today.

We're going to make a special effort to include them in the other ISTEA forums, and we're looking forward to hearing comments on them in those forums and elsewhere.

Now let me introduce our first panel.

First, JUDITH LEE STONE, a former NHTSA official who now serves as President of Advocates for Highway and Auto Safety, an alliance of consumer, safety, and law enforcement groups and insurance and agents organizations.

DR. TILMAN JOLLY is a Fellow of the American College of Emergency Physicians, and Chair of its Injury Prevention and Control Section.

DR. GERALD DONALDSON is Co-Chair of the Board for CRASH -- Citizens for Reliable and Safe Highways, and a long-time transportation safety activist.

KATHERINE PRESCOTT, National President of MADD -- Mothers Against Drunk Driving -- began the MADD chapter in her North Carolina community after her son Jay was tragically killed by a drunk driver. She's also been deeply involved in victims rights issues.

JOHN CONGER is Director of the Office of Transportation Safety within the Colorado Department of Transportation. He's here today in his capacity as Chair of the National Association of Governors' Highway Safety Representatives.

Finally, JANE ROEMER is Executive Director of Public Policy for the National Safety Council, and is the Council's primary liaison here in Washington.

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## *INTRODUCTION TO PANEL 2*

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

First, PHIL HASELTINE, President of the American Coalition for Traffic Safety and a 25-year veteran at both the state and federal level of the effort to improve safety.

DAVID SNYDER, who is Assistant General Counsel of the American Insurance Association. He specializes in automobile insurance and other transportation issues.

JOHN COLLINS, Senior Vice President for Governmental Affairs at the American Trucking Associations, and formerly an Assistant General Counsel at the Department of Transportation.

BILL WILKINSON is Executive Director of the Bicycle Federation of America and also directs the activities of the Pedestrian Federation of America.

KATHLEEN HOFFMAN, who is Executive Director of the Roadway Safety Federation, a non-profit agency chartered last year by the American Highway Users Alliance.

Finally, CLIFF SHOEMAKER, Director of Industry and Public Projects at the Union Pacific Railroad, whose responsibilities include all highway-rail projects as well as industry development for UP's 23-state system.

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## Talking points on Secretary's Action Plan

We have been very aggressive in promoting safety and in offering assistance to the states as they assume increased responsibilities in these areas.

As you may know, the Department has undertaken an Action Plan to Reduce Highway Injuries & Related Costs, which include a wide range of activities supporting safety.

- ◆ The Department has been aggressive in urging states to put safety first in setting speed limits. Immediately after the signing of the NHS Designation act, the Secretary contacted every Governor and the key legislative leaders in **every** state. He urged that they be cautious in determining speed limits.

The Department is working with the Transportation Research Board on an independent study of modern methods for setting speed limits. We are currently discussing the scope of the study and we hope work will begin later this year. A study this important must be done with deliberation, not undue haste. We hope this study will provide sound, scientific practices to use in determining the appropriate speed limits for many years to come.

- ◆ DOT has been aggressive in encouraging state efforts to improve safety laws. I'm proud to say that since last fall, 6 states have enacted zero tolerance laws; in two states, Alaska and Oklahoma, zero tolerance laws are awaiting the Governor's signature. We're delighted with this progress; if these laws are signed, 33 states and D.C. will have zero tolerance laws, 15 more than just one year ago.
- ◆ Our budget request includes an additional funds to assist states in creating the infrastructure they need to understand the full scope of the motor vehicle crash problem to help them in making policy.

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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
APTA LEGISLATIVE COMMITTEE  
WASHINGTON, D.C.  
JUNE 12, 1997**

*(Introduction to be made by APTA Government Affairs Vice President Chris Boylan)*

Thank you, Chris, for that introduction. With the ISTEA reauthorization process well underway, it's essential that the transit community be well-represented -- and it's clear that APTA has made the right choice for its Government Affairs Vice President.

Today, I'd like to talk to you about ISTEA and NEXTEA, President Clinton's proposal to take surface transportation into the 21st century. I'm going to keep my remarks brief, and instead use most of my time for Q and A.

ISTEA, as we all know, expires in exactly 111 days -- and with it expire a lot of programs and policies which have benefitted transit over the past six years.

NEXTEA would continue many of ISTEA's programs for the next six years and introduce new ones to meet the challenges of the new century.

Now, ISTEA was a landmark bill that redefined the federal role in surface transportation -- a bipartisan effort to rebuild infrastructure -- to develop new technologies -- to improve safety -- and to protect the environment.



Many people in this room were part of the effort to assure that it was a transit-friendly bill, and I expect you will do the same this time around.

President Clinton and the Department of Transportation -- first under Secretary Peña and now under Secretary Slater -- have pushed the envelope to fully take advantage of the opportunities ISTEA offered.

NEXTEA would continue the President's commitment to investing in our infrastructure, increasing overall transportation funding by 11 percent over ISTEA's record levels.

That includes a 17 percent increase in authorizations for transit major capital investments, which would continue our new starts program.

Altogether, we estimate that annual transit funding would be at about the \$5 billion level, and the budget agreement with Congress could assure that these funds become available year-by-year. In fact, 49 of the 50 states would receive more overall funding under NEXTEA than under ISTEA.

We're proposing to make those dollars go farther by broadening the definition of "capital" to include asset maintenance and the debt service on capital investment -- both of which are now considered to be operating expenses.



We also want to continue the flexibility which was one of ISTEA's success stories. More than \$3 billion of the Title 23 dollars have been used for high-priority transit projects, and that has helped to raise the overall funding available to transit.

NEXTEA would build on this, increasing funding for CMAQ -- our most flexible program, and the one that has done the most for transit -- by 30 percent.

And we want to make our transit programs easier to use and less costly to implement -- streamlining some programs, and reducing and simplifying project reporting and certification requirements.

Lastly, we want to give local officials such as yourselves a stronger voice in transportation decision-making by simplifying the planning process and focusing it on the basics.

NEXTEA also includes several major initiatives which can benefit transit *if* we work together aggressively to take advantage of the opportunities they offer.

First, NEXTEA expands the federal commitment to implementing ITS.

You'll remember that this initiative started life as the Intelligent Vehicle/Highway Systems program -- and a few years ago we changed it to Intelligent Transportation Systems.

That decision recognized that the potential of these technologies isn't limited to highways.

For example, we estimate that transit agencies can save substantial amounts by using such ITS technologies as advanced fleet management systems and electronic fare payment.

And the benefits of ITS extend to rural areas which could take advantage of links to global positioning satellite systems for more efficient dispatching.

NEXTEA includes \$678 million for ITS research and development and \$600 million to promote the rapid *and integrated* deployment of ITS technologies. It also would make all ITS investments eligible in every relevant funding category.

Second, NEXTEA would expand our innovative financing program, which cuts red tape to speed up projects and attracts new sources of funding to supplement traditional federal grants.

Under ISTEA, the ground-breaking Partnership for Transportation Investment has advanced 74 projects an average of about two years ahead of schedule, and generated more than a billion dollars in new capital investment directly attributable to this program.

Under this program and through similar initiatives we've supported, agencies such as Washington Metro, New Jersey Transit, the MBTA, and St. Louis's Bi-State have reduced construction and vehicle purchase costs or accelerated projects.

We also supported the first state infrastructure banks, or SIBs, which are using federal seed money to leverage private and other nonfederal resources for transit, highway, and rail projects.

I can tell you that you'll be hearing a lot more about SIBs very soon -- and that what you'll hear definitely won't be limited to new highway projects.

NEXTEA would build on what we've achieved in innovative financing over the past few years by including \$900 million in seed money for state infrastructure banks, and by opening this program up to all states.

It also would continue our existing innovative finance efforts, most of which are now part of our routine way of doing business.

Finally, NEXTEA would help to reduce the barriers faced by those moving from welfare rolls to payrolls by giving them affordable transportation to jobs, training, and support services such as child care.

That's important, since two-thirds of new jobs are in the suburbs. Few welfare recipients own cars, and traditional transit can't always get them there -- a challenge most of you deal with every day.

So NEXTEA includes a six-year, \$600 million program of flexible, innovative alternatives to get people to where the jobs are -- and to make transportation a relevant partner in this national commitment.

Now, I want to emphasize that here, too, we see an opportunity for transit: a chance for those agencies which already run alternative services to expand their operations -- a chance for others to broaden the services they provide -- a chance to build a base of new customers -- and a bridge to programs that will be critical to mayors and governors as the 1996 welfare reforms take hold.

In scores of public meetings around the country you told us that we should continue the many ISTEA programs which are working -- refine those which haven't yet fully realized their promise -- and create new initiatives to meet the challenges of the new century.

We listened, and we learned, and in NEXTEA we've produced a plan which can take America's transportation system into the 21st century.

We're looking forward to working with Congress to make it a reality, and we're optimistic that we can sustain the bipartisan cooperation which gave us ISTEA and the intermodal cooperation that made ISTEA work.

I hope that all of you make your voices heard in the ongoing debates around the nation over ISTEA reauthorization.

We need your informed views if we're going to have policies and programs which can provide future generations with a transportation system which is even safer, more environmentally sound, and more efficient than today's.

Now, I'd like to hear any comments you have on NEXTEA, and take any questions you may have...

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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
TENNESSEE MUNICIPAL LEAGUE ANNUAL CONFERENCE  
KNOXVILLE, TENNESSEE  
JUNE 16, 1997**

*(Introduction to be made by Mayor Victor Ashe of Knoxville, TML President)*

Thank you for that introduction, Mayor Ashe -- it's good to see you again, and it's good to be back in Knoxville. I was here last October for our National Transportation Education Conference, and was looking forward to returning.

This morning I'm honored that you've invited me to speak to you. I'd like to begin by bringing you greetings from Secretary Rodney Slater.

The Secretary grew up in Marianna, Arkansas -- on the wrong bank of the Mississippi, some here might say -- but he shares your values of family and community, and later in my remarks I want to tell you about a new initiative he has proposed to strengthen our commitment to those values.

But first I'd like to talk to you about the most significant legislative issue facing transportation today: ISTEA and NEXTEA.

ISTEA, as many of you know, is the Intermodal Surface Transportation Efficiency Act of 1991, which authorizes federal transit, highway, and safety programs -- but only through this October. 107 more days and it expires forever.

NEXTEA is the National Economic Crossroads Transportation Efficiency Act of 1997.

It's President Clinton's proposal to continue many of ISTEA's programs for the next six years and introduce new ones to meet the challenges of the new century.

ISTEA was a landmark bill that redefined the federal role in surface transportation -- a bipartisan effort to rebuild infrastructure -- to develop new technologies -- and to improve safety.

And while ISTEA was a major step forward, it actually was based on a long tradition of government support for transportation.

From the colonial post roads -- to the canals that expanded our frontiers -- to the railroads and Interstate Highways that linked a growing country -- and to the air and maritime systems that link us to the world -- transportation has opened up new markets and enabled the quick, economical movement of people and goods that has powered America's growth.

Transportation's role will only increase in the future as the national economy becomes more fully integrated and as America plays its part as a leader in the larger global economy.

Smart businesses, faced with growing competition at home and around the world, rely on effective transport to control their costs and make possible such logistical innovations as intermodalism and "just-in-time" deliveries. They can't afford the expenses that are imposed by inefficient transportation.

But the systems they depend on face growing travel demand -- inadequate capacity -- bottlenecks and poor connections between different forms of transportation -- and an aging and deteriorating infrastructure.

Such conditions, if left unchecked, will slow economic growth and reduce our international competitiveness.

Nor should any of us have to endure the costs and disruptions that inefficient transportation imposes on our own lives. We depend on smooth-flowing systems and seamless links between them for commuting to work or school -- for shopping -- or for recreation.

When these systems don't work the way they should, we pay the price in lost time -- higher prices -- or diminished opportunities. In fact, highway congestion in 50 major American cities -- including Nashville and Memphis -- costs us \$50 billion a year.

Overcrowded roads and other deficiencies also risk our safety. While we have made great progress in reducing the rate of highway fatalities, we still have an unacceptable situation.

More than 40,000 people die on our highways each year and millions more are injured at a cost to society of \$150 billion annually in medical care costs, lost wages, and other factors.

Transportation, like any human activity, also has its effect on the natural environment.

Efforts to mitigate those impacts, to improve air and water quality, and to protect open space have been remarkably successful, but have to be continued -- and, in some cases, expanded as we better understand how transportation affects the environment.

ISTEA gave us tools to meet all of these challenges -- and President Clinton and the Department of Transportation -- first under Secretary Peña and now under Secretary Slater -- have pushed the envelope to fully take advantage of the opportunities. We want NEXTEA to build on these successes.

NEXTEA -- as submitted to the Congress -- would continue the President's commitment to investing in our infrastructure, increasing overall transportation funding by 11 percent over ISTEA's record levels.

The budget agreement with Congress could further enhance these levels. In fact, 49 of the 50 states would receive more funding under NEXTEA than under ISTEA, including Tennessee, which could receive nearly \$2.6 billion to build and repair roads and transit lines.

Our NEXTEA proposal would raise funding authorizations for new mass transit lines by 17 percent and expands by 30 percent such core highway programs as Interstate maintenance.

NEXTEA also expands the federal commitment to implementing ITS -- the Intelligent Transportation Systems program that was created by ISTEA.

In metropolitan areas, these advanced information and communications technologies -- some of them as simple as synchronized traffic signals and ramp meters -- can cut by 35 percent the cost of providing the highway capacity we need over the next decade.

NEXTEA includes a research component which would support ITS deployment through standards development, training, and technology transfer. We've proposed \$678 million over the next six years for such initiatives.

In addition to making all ITS investments eligible in every relevant funding category, we've also included a six-year, \$600 million incentive program to promote the rapid *and integrated* deployment of ITS infrastructure technologies that are technically feasible and highly cost-effective.

These infrastructure and technology investments would reduce that \$50 billion a year burden that congestion costs commuters and freight shippers.



And there's also an even more direct economic benefit: the construction and other work generated by this plan would create nearly one million jobs over the next six years -- including nearly 18,000 here in Tennessee -- and we expect the NEXTEA investment to continue stimulating economic growth in the way that our past investments have done.

For example, a recent study shows a 16 percent rate of return on our highway investments during the 1980s, measured in terms of continuing reduced production costs for businesses. That's the kind of efficiency improvements we need if we're going to remain competitive internationally.

Now, our transportation system isn't just about moving people and products efficiently, as important as that is to our prosperity: it's also about enabling people to travel safely.

Travel is safer in terms of fatality and injury rates than it was at the beginning of the decade -- or at the beginning of DOT's life in 1967.

That's the result of a partnership between DOT -- the National Transportation Safety Board, chaired by Tennessee's own Jim Hall -- and state and local officials such as yourselves.

However, as traffic increases, so does the possibility of more highway crashes and more deaths.

The President's proposal would increase highway safety funding authorizations by more than 25 percent, and support new programs targeted to the areas that offer the biggest safety payoffs: combating drunk and drugged driving and increasing proper use of safety belts and child restraints.

NEXTEA also would protect the environment. Together with cleaner vehicles and cleaner fuels, programs such as CMAQ -- the Congestion Mitigation and Air Quality Improvement Program -- have helped to clean our air.

In 1990, 140 million Americans lived in areas which failed to meet standards for healthful air.

Our efforts under the Clean Air Act caused that number to drop to 79 million in 1995 -- still too many, but a big improvement. Cities such as Nashville, Chattanooga, and Knoxville -- all once polluted -- now meet clean air standards.<sup>1</sup>

However, as with highway safety, more traffic threatens the progress we've made. More cars -- even if they are cleaner cars -- could mean more pollution.

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<sup>1</sup> Memphis is officially in attainment, but has had violations and probably will be redesignated even with the current ozone standard. The proposed .08 ppm ozone standard likely would put Tennessee's other major cities in nonattainment as well. The state complies with the PM10 standard, but the proposed PM2.5 standard likely would put Nashville, Chattanooga, and Knoxville (but probably not Memphis) in nonattainment.

The President's plan also would help to reduce the barriers faced by those moving from welfare rolls to payrolls by giving them affordable transportation to jobs, training, and support services such as child care.

That's important, since two-thirds of new jobs are in the suburbs and few welfare recipients own the cars that would get them to those jobs.

That's something all of you -- as local officials -- are going to have to deal with over the next couple of years.

So NEXTEA includes a six-year, \$600 million program of flexible, innovative alternatives, such as vanpools, to get people to where the jobs are -- and to make transportation a relevant partner in this national commitment.

It's going to expand small-scale efforts we now have underway, such as one right here in Knoxville.

We're providing a grant to the Knoxville Community Investment Corporation. The KCIC will loan money to local entrepreneurs so they can purchase vans to transport lower-income workers to jobs.

Through a combination of fares and subsidies from businesses, the entrepreneurs will pay the money back, allowing it to be recycled for other loans.

Such initiatives meet local needs efficiently and economically, and they're one of our key welfare reform strategies.

This commitment to common-sense government started with Vice President Al Gore's National Performance Review, and it's continued with the reinvention efforts it has inspired.

One of the best examples is our innovative financing program, which cuts red tape to speed up projects and attracts new sources of funding to supplement traditional federal grants.

Under ISTEA, the ground-breaking Partnership for Transportation Investment has advanced 74 projects an average of about two years ahead of schedule, and has generated more than a billion dollars in new capital investment directly attributable to this program.

We also supported the first state infrastructure banks, which leverage private and other nonfederal resources for highway, transit, and rail projects.

NEXTEA builds on this success by including \$900 million in seed money for these banks, and by opening this program up to all states.

NEXTEA also dedicates \$600 million to help leverage nonfederal resources for projects of national significance which individual states can't afford, such as interstate trade corridors.

That's something which would have fallen between the cracks in the past, when we didn't try to coordinate transportation between states or between different transportation modes.

NEXTEA continues to cut federal bureaucracy -- simplifying planning processes -- streamlining programs -- and reducing project reporting and certification requirements.

We know that we've got to trust our partners in state and local government and the private sector instead of burdening them with red tape.

We want to enable you to use your federal funding apportionments in the ways that make sense for your own needs. For example, NEXTEA would allow those of you with Amtrak service<sup>2</sup> to invest in rail infrastructure or in publicly-owned intercity rail terminals, supplementing the continued federal commitment.

And we want to give local officials such as yourselves a stronger voice in transportation decision-making by simplifying the planning process, focusing it on the basics.

When we were developing NEXTEA, we asked you -- our transportation partners -- and our constituents -- the American people -- what it should include.

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<sup>2</sup> AMTRAK's City of New Orleans serves New Bern-Dyersburg and Memphis.



In scores of public meetings around the country you told us that we should continue the many federal programs which are working -- refine those which haven't yet fully realized their promise -- and create new initiatives to meet the challenges of the new century.

We listened, and we learned, and in NEXTEA we've produced a plan which can take America's transportation system into the 21st century.

We're looking forward to working with Congress to make it a reality, and we're optimistic that we can sustain the bipartisan cooperation which gave us ISTEA and the intermodal cooperation that made ISTEA work within the DOT and with its partners.

I hope that all of you make your voices heard in the debates over ISTEA reauthorization.

We need the informed views of public officials such as yourselves if we're going to have policies and programs which can provide future generations with a transportation system which is even safer, more environmentally sound, and more efficient than today's.

We're looking forward to hearing from you in the days and weeks and months ahead.

I'd like to close my remarks by talking briefly about something that doesn't involve politics or the typical issues of governance.

When I joined transportation officials, teachers, and others at last Autumn's National Transportation Education Conference here in Knoxville, we talked about what we most needed for the transportation systems of the 21st century.

It wasn't new technologies, or more money, or any of the other important things NEXTEA would provide. Instead, it was *people* -- or, to be specific, well-educated, well-trained people who can help to design, build, and operate the advanced transportation systems we'll need.

What we heard at the conference helped to inspire Secretary Slater's new education initiative: the Garrett A. Morgan Technology and Transportation Futures Program.

It's appropriate that this technology program, which may make a greater difference than any of our other initiatives in the lives of our children -- is named after the great-grandfather of Intelligent Transportation Systems -- the man who invented the automated traffic signal -- Garrett Morgan.

This new initiative will challenge one million students to develop their math, science, and technology skills in preparation for careers in transportation, and foster lifetime learning.

And it challenges us -- as parents, as public officials, as transportation professionals, as concerned members of our communities -- to get involved to help prepare them for this future.

That involvement can take many forms, but what's important is your commitment: we're depending on local officials and business and community leaders to make this happen in thousands of cities and neighborhoods across America.

We need your help and leadership to make this a reality. Let's put aside our views on policy and politics, and work together for what really matters: our children, and their future.

I look forward to talking with you during your breaks to hear your ideas about how we make the Garrett Morgan program work here in Tennessee.

From Memphis to Johnson City, from Clarksville to Chattanooga, let's make the Volunteer State a national leader in volunteering for the future of Tennessee's children.

Thank you for your attention, and best wishes for a successful conference.

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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
ADMIRAL HERBERGER'S FAREWELL LUNCHEON  
JUNE 18, 1997  
WASHINGTON, D.C.**

Admiral Al Herberger's retirement as Maritime Administrator brings to a close four decades of service to his nation and to the maritime community.

Beginning as a young cadet at the Merchant Marine Academy in Kings Point -- continuing through his years of Naval service -- and concluding now as Maritime Administrator, Al Herberger has left a lasting legacy.

Generations from now, when all of us here today have gone beyond the seas, young Americans will still "go down to the sea in ships." And when they do so, they should know that there was a time when this nation's great seafaring heritage was in danger of being extinguished.

Some doubted whether America should remain a maritime nation -- whether we needed the great fleets which have produced two hundred years of prosperity, and which have ensured our nation's security from its birth. They asked whether the price was too great, the benefits too small.

Al Herberger knew the answer to that question. He knew that America is -- and always should be -- a maritime nation, bounded as we are by two great oceans and dependent on blue-water ships to carry most of our trade in an increasingly-competitive global economy.

And, as a naval officer whose career spanned two generations of conflict, he also knew that we continue to rely on sea power to transport and supply our armed forces, and -- increasingly -- to provide support for humanitarian missions around the world.

And so he volunteered for an additional mission: the renewal of our maritime industry for the 21st century and beyond. He worked tirelessly to shape and to advocate President Clinton's plans to strengthen the American shipbuilding industry and to sustain a viable U.S.-flag merchant fleet.

After countless twists and turns in the political process, those proposals are now reality, and we already see the results: 260 vessels constructed under the shipbuilding loan guarantee program, together with the landmark Maritime Security Act, which will ensure that we will continue to have American-flag ships crewed by loyal American mariners to meet our nation's economic and defense needs.

That this vision is now a reality is proof that our nation is charting a new course, reinforcing our heritage as a great maritime power. And seafarers and shipbuilders for generations to come will know that -- more than any other -- one man's vision led the way to restoration of our honored nautical traditions.

Our maritime community, and our nation, are stronger for Al Herberger's dedicated service, and I trust that, even in retirement, we'll continue to benefit from his wisdom and vision.

Thank you.

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**REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
ITS SOCIETY OF NEW YORK STATE ANNUAL MEETING  
COOPERSTOWN, NEW YORK  
JUNE 23, 1997**

*(Introduction to be made by ITS Society of New York State President Larry Yermack)*

Thank you, Larry, for that introduction, and for your leadership of ITS-NY.

I also want to thank Congressman Jerry Nadler, who has been such a strong friend of transportation -- in New York and around the nation.

I'm proud to be in Washington serving the Clinton-Gore Administration -- but -- as I'm sure Congressman Nadler would agree -- it's *always* a pleasure to return to one's roots. And *my* roots are planted deeply in New York State's transportation community.

It's especially nice to be here in Cooperstown. During this conference, some of you may visit baseball's Hall of Fame. And you may remember riding the subway to watch Willie Mays or Duke Snider or Mickey Mantle play.

That was in the days of five- and ten-cent fares, when getting permission to ride to Ebbets Field or the Polo Grounds by yourself was an urban rite of passage not unlike getting a driver's license in today's suburbs.

I hope I'm not dating myself *too* much, but I have to admit that *my* rides weren't on New York's subways but rather were on Boston's MTA to see Ted Williams at Fenway and Sibby Sisti at Braves Field.

In the 1950s the term "Subway Series" epitomized the best in athletic competition, just as "New York" exemplified the best in transportation. Both concepts took a beating over the years, but things have changed.

Last week New York saw its first "Subway Series" in four decades, and saw baseball as it should be. And in recent years New York's transportation system -- from New York City's subways to Buffalo's light rail to innovative financing and new technologies on the Thruway to TRANSCOM -- is once again pacing the nation.

The transportation successes we see around the state today are really just the beginning of a renaissance which is transforming our roads and railroads and transit systems, and help to ensure this state's future prosperity and its role as America's gateway.

And those of you in this room are going to be a key part of that renaissance, because ITS will play a leading role in developing the transportation systems that will sustain New York State's mobility over the next half-century and more.

That's because, after six years of research and more than 80 operational tests, ITS's potential is clear.

Just as improved air traffic control has been the key factor in doubling the number of planes over the past couple of decades, so improved surface transportation systems can help us to make better use of our existing roads and transit lines.

In metropolitan areas, ITS can cut by 35 percent the cost of providing the highway capacity we need over the next decade, and it's clear that such savings can't be passed up in an era of limited resources.

ITS also can improve safety: if all vehicles were equipped with just three of the primary ITS crash avoidance systems -- rear-end, roadway departure, and lane change/merge -- we believe that we could avoid one out of every six crashes.

That would prevent more than a million accidents a year, saving thousands of lives and \$26 billion in medical and other costs annually.

As traffic increases, threatening to overtake the progress we've made on safety, ITS's potential improvements are another gain we can't pass up.

ITS also can save taxpayers money directly through improved government operations -- another imperative in today's environment of budget constraints at all levels.

For example, transit agencies can achieve substantial savings using such ITS technologies as advanced fleet management systems and electronic fare payment. Baltimore already has increased transit productivity 23 percent by using a management system.

States can also benefit through operating budget savings from the various commercial vehicle applications of ITS: electronic clearances could save up to \$160,000 annually per weigh station, and electronic tolls can cut collection costs by 90 percent.

ITS's benefits aren't limited to metropolitan areas. Rural areas can benefit from Mayday services for faster emergency responses on isolated roads -- rural transit dispatching, using global positioning satellite systems -- accurate information on weather and road conditions -- and tourist information services.

And commercial vehicle operators can benefit from such ongoing initiatives as electronic transponders which provide nonstop clearance for trucks, automatically identifying, classifying, and weighing them and checking their permits and tax status, saving as much as a half-hour per truck.

[Two examples of these new technologies -- the commercial vehicle operations "Technology Truck" and the "Rover Van" -- are on exhibit at this meeting.]<sup>1</sup>

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<sup>1</sup> Scheduled, per Zeborah English of the FHWA, who will be at the meeting.

One thing I want to be sure to mention because it's so important for this state is ITS's potential for supporting intermodalism -- both passenger and freight. It can make the vision of a genuinely interconnected national transportation system a reality.

ITS can make possible the seamless links and ease of transfer we need between highway, transit, intercity rail, and airline travel.

It also can provide the automatic vehicle and freight tracking and other services we need to cut delays in shipping and make "just-in-time" deliveries feasible for more and more businesses -- cutting costs and improving service.

These are among the many reasons we've supported ITS so strongly over the past several years.

We've contributed seed money for deployment -- supported research -- aided in the setting of technical standards and the creation of an architecture -- and provided training and technical assistance to states and localities.

We've invested a billion dollars in ITS over the ISTEA era, and we've seen results which justify that investment.

We remain committed to the national goal we set last year when Secretary Peña launched Operation TimeSaver.



That goal is a basic ITS infrastructure deployed across the nation within a decade -- one that will cut travel times by 15 percent in 75 metropolitan areas -- one that will produce comparable benefits for rural areas and for commercial trucking.

New York has five of those areas -- New York City, Syracuse, Rochester, Buffalo, and the Albany-Troy-Schenectady area --and they're making progress towards deploying an intermodal electronic infrastructure, as are regions around the country.

We're dedicated to continuing these efforts to making intelligent transportation systems a reality in New York and in all 50 states, and to achieving Operation TimeSaver's goals.

We've already seen many successes in just the past several years.

The ITS Model Deployment effort in New York -- which we're sponsoring in partnership with TRANSCOM and a team of public and private partners -- is going to produce a cutting-edge regional travel information system. The main system will be online this year, and a personalized, fee-driven system will be operating by the end of next year.

While the Model Deployment has an especially high profile, there are many more projects in various stages.

A number of transit agencies are deploying electronic fare collection systems or automatic transit vehicle locators, the latter often linked with rider information systems. Buffalo, Rochester-Genesee, Syracuse, and the Albany-Troy-Schenectady area all have such efforts underway.

The Highway Emergency Local Patrol is avoiding about six million vehicle-hours of delays annually in the lower Hudson Valley and on Long Island.

Electronic toll collections through the E-Z Pass program are available at all of the Thruway's toll plazas and on the Tappan Zee, as well as on the Triborough Bridge and Tunnel Authority's facilities.

Development of commercial trucking ITS applications is underway, focused especially on major corridors -- such as I-95 -- and border crossings, such as at Niagara Falls.

And an automatic collision notification system, linked with global positioning satellites, will be tested by CalSpan in Buffalo.

These are just a few of the early success stories and interesting experiments going on around New York. You'll hear many more during this conference, but now I'd like to take a few minutes to look to the future.

Much of the federal commitment was created by ISTEA -- the Intermodal Surface Transportation Efficiency Act of 1991, which authorizes federal highway and transit programs. ISTEA expires this year -- in fact, just a hundred days from now -- and its programs need to be reauthorized.

In March Secretary Slater joined the President and Vice President Gore to announce our proposed \$175 billion successor to ISTEA -- NEXTEA, the National Economic Crossroads Transportation Efficiency Act.

Much of that funding will go towards infrastructure and towards technology -- especially ITS, which NEXTEA will continue to support through a three-part program.

The first part supports technology development and encourages ITS deployment through standards development, training, and technology transfer. It also will fund work in collision avoidance and vehicle control systems to reduce crashes.

We're proposing \$678 million over the next six years for such initiatives. We strongly believe that these are activities on which the federal government *must* take the lead, both because they are of genuinely national concern and because of the value of coordinated research that generates synergies and economies of scale.

The second part of NEXTEA's ITS commitment is a six-year, \$600 million incentive program that would promote the deployment of integrated ITS infrastructure technologies in metropolitan -- in rural areas -- and for commercial vehicle systems within states and at border crossings.

What's unique about this program is its emphasis on integration -- between technologies and among jurisdictions.

We know that we can't get the most out of ITS if adjacent cities and counties don't have interoperable systems -- if their traveler information and traffic management networks can't "talk" to each other.

We need regional cooperation, so that commuters and commercial drivers don't find themselves running into "black holes" in which ITS systems are incompatible. That's especially true in the New York City metropolitan area, which encompasses three states and multiple counties and independent cities.

Nor will we get the most out of ITS if the different technologies within areas are fragmented -- if they can't work together.

For instance, a city may be using an automatic vehicle locator to track transit buses and an advanced signalization control system to manage traffic flow.

Separately, these can be good. But integrated, they're much better. The transit bus location data can give a more complete picture of traffic flow, and traffic signals can be adjusted to help buses stay on schedule.

And linked to a travel information system, these two networks can give commuters a complete picture of their options. These are the kinds of synergies we envision our ITS incentive grants promoting.

As with our innovative finance programs, which are designed to attract private sector investment in transportation projects, we see these incentive grants as leveraging other nonfederal investment to produce real public benefits.

The third element of NEXTEA is a series of proposed legislative changes that would give state officials enhanced flexibility to use existing federal-aid surface transportation funds to deploy the basic ITS infrastructure.

Every dollar in every major NEXTEA program would be usable for ITS, giving states and localities an unprecedented range of funding options. This proposal, too, has its roots in ISTEA, which emphasized a level playing field and greater flexibility to help ensure that the best projects received funding regardless of mode.

So the approximately \$1.3 billion in dedicated ITS funding NEXTEA would authorize is really only the tip of the iceberg.



Most of the potential federal resources will be available through other, existing programs, and we'd encourage state and local governments to take advantage of the flexibility we want to build into NEXTEA's programs.

If they do, then we see almost limitless possibilities. NEXTEA could provide the funding and technologies needed to improve traffic and transit flow -- to reduce congestion and accidents -- and to reduce the cost to taxpayers and system users of providing transportation services.

There is no magic bullet in transportation, but there *is* magic buckshot -- a range of strategies which -- carefully coordinated -- *can* make a difference.

ITS is part of that solution, and we want to help you make the most of the opportunities it offers.

When we were developing NEXTEA, we asked our transportation partners -- including many of you -- and our constituents -- the American people -- what it should include.

In scores of public meetings around the country they told us that we should continue the many federal programs which are working -- refine those which haven't yet fully realized their promise -- and create new initiatives to meet the challenges of the new century.

We listened, and -- I hope -- we learned, and in NEXTEA we've put forward a plan which can take America's transportation system into the 21st century.

We're looking forward to working with Congress to make it a reality, and we're optimistic that we can sustain the bipartisan cooperation which gave us ISTEA and the intermodal cooperation that made ISTEA work within the DOT and with its partners.

I hope that all of you will make your voices heard in the national debates over ISTEA reauthorization.

That's because we can't take for granted a continued strong federal role in ITS -- or in technology development more generally.

There are a lot of skeptics who believe that ITS money is better spent elsewhere, and we have to persuade them that this is a smart investment.

That's why we need the views of informed professionals such as yourselves if we're going to have policies and programs which can provide future generations with a transportation system which is even safer, more technologically-advanced, more environmentally sound, and more efficient than today's.

I also hope that you -- as the leaders in this state's ITS community -- will take up the challenge to make the most of the research and development that's being done throughout the country and around the world.

Finally, I hope that you'll continue the efforts to link ITS to the realities of people's lives.

We need to prove ITS's benefits at a fundamental level if we're going to maintain the public support necessary for a strong governmental role.

We always need to link our plans and programs back to their fundamental purpose: making possible the mobility that produces prosperity and a high quality of life for our people.

I want to commit our support as you do each of these things: my door, and those of my colleagues at DOT, is always open to you and to your ideas.

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

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REMARKS PREPARED FOR DELIVERY  
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY  
ST. LOUIS REGIONAL COMMERCE AND GROWTH ASSOCIATION LEADERSHIP TRIP  
WASHINGTON, D.C.  
JUNE 25, 1997

*(Introduction to be made by St. Louis RCGA President and CEO Dick Fleming)*

Thank you, Dick, for that introduction.

Since we don't have a lot of time this morning, I'd like to keep my remarks relatively brief, and then take your questions and comments.

Today I want to talk primarily about ISTEA, which -- as many of you know -- is the Intermodal Surface Transportation Efficiency Act.

ISTEA authorizes federal transit, and highway programs -- but only until this October. That's less than a hundred days from now.

If ISTEA were to expire, more than \$20 billion a year in highway and transit investment programs would be shut down. That's why we see it as *the* most significant transportation issue facing the business community today.

As business leaders, you understand transportation's importance better than anyone.

Faced with growing competition at home and around the world, you rely on effective transport to get your workers to their jobs -- to get customers to your retail outlets -- to control your costs -- and to make possible logistical innovations such as "just-in-time" deliveries.

*You can't afford the expenses that inefficient transportation imposes.*

But the systems we all depend on face growing traffic -- inadequate capacity -- bottlenecks and poor connections between different forms of transportation -- and an aging and deteriorating infrastructure.

Such conditions, if left unchecked, will slow economic growth and reduce our international competitiveness.

Nor should any of us have to endure the costs and disruptions that inefficient transportation can impose on our own lives. We depend on smooth-flowing systems and seamless links between them for commuting to work or school -- for shopping -- or for recreation.

And when these systems don't work the way they should, we pay the price in lost time -- higher prices -- or diminished opportunities.

In fact, highway congestion costs us \$50 billion nationwide, including \$540 million annually in St. Louis alone.



ISTEA, as it was enacted in 1991, and especially as we have used it over the past four years, gave us tools to meet the challenges we face.

President Clinton has pushed the envelope to fully take advantage of those opportunities, increasing infrastructure investment by more than 20 percent, to a record \$25 billion annually.

That has helped to pay for projects like the St. Louis Multi-Modal Transportation Center, which will connect taxis, local and Greyhound buses, AMTRAK trains, a downtown heliport, and -- via Metro Link -- the airports.

The Metro Link-airport connection is one we've strongly supported. Three years ago this week, President Clinton and Gordon Linton, our Federal Transit Administrator, joined many of you at the inaugural of Metro Link service to Lambert Airport.

That new service already is a success, and it's going to be increasingly important in the future, given the plans to expand Lambert.

And Lambert isn't the only airport which will benefit from Metro Link: last October we entered into a \$244 million Full Funding Grant Agreement to help pay for an extension to Mid America Airport.

Projects such as these have complemented four decades of investment in highways, and are giving us a balanced, intermodal transportation system -- exactly as ISTEA promised.

Now the President has proposed a successor to ISTEA that we call NEXTEA -- short for the National Economic Crossroads Transportation Efficiency Act.

NEXTEA -- as submitted to Congress -- would continue the President's commitment to investing in our infrastructure, increasing overall transportation funding by 11 percent over ISTEA's record levels.

Our NEXTEA proposal would raise funding authorizations for new mass transit lines by 17 percent and expand by 30 percent core highway programs such as Interstate Highway maintenance.

49 of the 50 states would receive more funding under NEXTEA than under ISTEA. That includes Missouri, which could receive nearly \$3.1 billion -- and Illinois, which could receive nearly \$6.2 billion. The budget agreement with Congress could further enhance our ability to invest.

NEXTEA also advances specific initiatives, such as our innovative financing program, which cuts red tape to speed up projects and attracts new sources of funding to supplement traditional federal grants.

Under ISTEA, our Partnership for Transportation Investment has advanced 74 projects an average of about two years ahead of schedule, and has generated more than a billion dollars in new capital investment directly attributable to this program.

In Missouri, an entrepreneur is laying fiber optic cable along highway rights-of-way.

This cable will serve as the conduit for a statewide transportation management and information system -- free of charge to the state in return for the use of the highway right-of-way.

And in St. Louis, Bi-State's partnership with Laclede Natural Gas has enabled it to convert a third of its bus fleet to natural gas. Laclede will build and operate a rapid fueling facility, while Bi-State will buy the buses.

These are the kinds of win-win situations we're trying to promote.

Under innovative financing we also supported the first state infrastructure banks, which leverage private and other nonfederal resources for highway, transit, and rail projects.

Missouri was one of the first states chosen, and I understand that the SIB's initial grant will help to support the Kiehl Center, the downtown multimodal facility.

Last week Vice President Gore and Secretary Slater announced the second round of SIBs -- in which Illinois was selected -- as well as the first allocation of direct funding, including \$7 million for Missouri.

NEXTEA would build on this success by including \$900 million in seed money for these banks.

NEXTEA also would dedicate \$600 million to help leverage nonfederal resources for projects of national significance which individual states can't afford, such as interstate trade corridors.

I also want to mention how NEXTEA could help to reduce the barriers faced by those moving from welfare rolls to payrolls.

This is something we're all going to be faced with over the next couple of years. You know how hard it is for prospective workers to get to job sites -- two-thirds of new jobs are in the suburbs and few welfare recipients own the cars that would get them to those jobs.

We're looking to build on the types of local success we've seen in St. Louis, where the East-West Gateway Coordinating Council has worked with local businesses and public agencies to provide access to jobs using Metro Link and vans and express buses.

NEXTEA includes a six-year, \$600 million program of such flexible, innovative alternatives to get people to where the jobs are -- and to make transportation a relevant partner in this national commitment.

Overall, the construction and other work generated by NEXTEA could create and sustain nearly one million jobs over the next six years -- including nearly 21,000 in Missouri and 41,000 in Illinois.

We expect the NEXTEA investment to continue stimulating economic growth in the way that our past investments have done.

When we were developing NEXTEA, we asked you -- our constituents -- what it should include. One of our key meetings was held in St. Louis last September, and I want to thank Dick Fleming for his help in organizing that forum.

In the St. Louis meeting, as in scores of others around the country, you told us that we should continue the many federal programs which are working...

...refine those which haven't yet fully realized their promise...

...and create new initiatives to meet the challenges of the new century.



We listened, and -- *I hope!* -- we learned, and in NEXTEA we've produced a plan which can take America's transportation system into the 21st century.

We're looking forward to working with Congress to make it a reality, and we're optimistic that we can sustain the bipartisan cooperation which gave us ISTEA and the intermodal cooperation that made ISTEA work within the DOT and with its partners.

I hope that all of you make your voices heard in the debates over ISTEA reauthorization.

We need the informed views of business and community leaders such as yourselves if we're going to have policies and programs which can provide future generations with a transportation system which is even safer and more efficient than today's.

We're looking forward to hearing your voices in the debate in the days and weeks and months ahead. Thank you.

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