

DEPUTY SECRETARY OF TRANSPORTATION
MORT DOWNEY
1998 SPEECH LIST

***SPEECH WAS RELEASED IN FINAL FORM**

01/04/98	American Association of Airport Executives
01/10/98*	Council of University Transportation Centers Washington, D.C.
01/12/98	University Transportation Centers Program Outstanding Students of the Year Award Washington, D.C.
01/12/98	Transportation Research Board Washington, D.C.
01/22/98	Transportation Administrative Service Center 2nd Anniversary Washington, D.C.
01/27/98	Fay Improvement Company Conference Washington, D.C. Talking Points
01/28/98	Dulles Airport Midfield Concourse Dedication Loudon County, Virginia
02/02/98	FY 1999 Constituents Budget Presentation Washington, D.C.
02/10/98	Engineering News-Record Interview Washington, D.C.
02/11/98*	African American History Month Observance Washington, D.C.

03/11/98*	Committee for a Smart New Jersey Fourth Annual Symposium Princeton, New Jersey
03/17/98	NAPA Seminar for Georgian Delegation On Congressional Budget Process Washington, D.C. Talking Points no final for book
03/17/98	Northern Kentucky Chamber of Commerce Delegation Washington, D.C. Talking Points
03/18/98	Meeting With Mayors and County Leaders Washington, D.C. Talking Points
03/18/98*	Federal Interagency Committee on Aviation Noise, Public Forum on Federal Research To Address Aviation Noise Washington, D.C.
03/19/98*	Empire State Report's 12th Annual Public Finance Conference "Financing New York's Future New York, New York
03/19/98	National DOT Regional Directors' Conference Crystal City, Virginia
03/19/98	Reception for Metro-North Railroad President Donald N. Nelson New York, New York
03/24/98*	Texas Transportation Institute Council College Station, Texas
03/24/98*	Work Zone Safety Clearinghouse College Station, Texas

02/17/98*	G-8 Environment and Transportation Futures Forum Chatham House, London, United Kingdom
02/23/98	U.S. Chamber of Commerce Annual Meeting Symposium Business Strategies Washington, D.C.
02/23/98	United States Airports for Better International Air Service Celebration Of U.S.-Canadian Open Transborder Agreement Washington, D.C.
02/27/98	Aerospace Industries Association Singapore
03/02/98	"Find the Good and Praise It" Ceremony U.S. Embassy, Tokyo, Japan
03/02/98	Vice Minister for International Affairs, Ministry of Transportation Dinner Hosted by Hirromichi Toya Tokyo, Japan Talking Points
03/04/98	Dinner Hosted by Thai Minister of Transportation and Communication H.E. Suthep Thaugsuban Bangkok, Thailand Talking Points
03/04/98	Asia Transport 1998 Conference Bangkok, Thailand
03/05/98	Reception Hosted by U.S. For Attendees of Asia Transport 1998 Bangkok, Thailand Talking Points

03/30/98*	Lifesavers 16 National Conference on Highway Safety Cleveland, Ohio
03/31/98*	Hewlett Packard Automotive Technology Seminar Livonia, Michigan
04/01/98	Senate Committee on Governmental Affairs Hearing on Federal Agency Year 2000 Preparedness Washington, D.C.
04/02/98*	E Street Corridor Traffic Restoration Washington, D.C.
04/03/98*	Center for Transportation Studies Cambridge, Massachusetts
04/07/98	SASHTO Meeting Atlanta, Georgia Talking Points
04/07/98*	Partnership for the Advancement of Infrastructure and its Renewal in Transportation (PAIR-T) Washington, D.C.
04/07/98*	International Land Security Conference Plenary Session on Targets, Threats, And Risks Atlanta, Georgia
04/08/98*	American Short Line and Regional Railroad Association Public Policy Meeting Washington, D.C.
04/09/98*	Vice President Gore's Welfare-To-Work Celebration Washington, D. C..

04/09/98	Federal Agency Welfare-To-Work Initiatives Event Washington, D.C.
04/09/98	Federal Agency Welfare-To-Work Initiatives Event - Questions and Answers Washington, D.C.
04/15/98	18th Annual New York Air Finance Conference New York, New York
04/24/98	Take Our Children To Work Day Washington, D.C. Talking Points
04/28/98	Senate Committee on Commerce Science, And Transportation, Hearing on Year 2000 Computer Problem Washington, D.C.
04/28/98	DOT 30th Anniversary Closing & Strategic Plan Rollout Washington, D.C.
04/29/98	White House Conference Center Washington, D.C. Talking Points
05/01/98	Construction Writers Association Washington, D.C.
05/05/98*	Intelligent Transportation Society of America Annual Meeting Detroit, Michigan
05/06/98	Signing Ceremony for FAA Tower Fire Safety Alternate Standard Washington, D.C. Talking Points
05/07/98	Public Service Recognition Week 1998 Washington, D.C.

05/11-13/98	One DOT Partnering for Excellence Executive Conference Washington, D.C. Video Script
05/11/98*	American Society for Public Administration Annual Conference Seattle, Washington
05/13/98	One DOT Partnering for Excellence Executive Conference Closing of Session "A" Washington, D.C.
05/14/98*	Commercial Space Transportation Advisory Committee Washington, D.C.
05/14/98*	National Research Council Committee On Surface Transportation Security Washington, D.C.
05/14/98	One DOT Partnering for Excellence Executive Conference Closing of Session "B" Washington, D.C.
05/14/98*	National Academy of Public Administration Performance Consortium Leaders' Forum Washington, D.C.
05/14/98*	Commercial Space Transportation Advisory Committee Washington, D.C.
05/15/98*	Hazardous Materials Advisory Council Conference Washington, D.C.

05/18/98	<p>ENO Transportation Foundation, Inc., Sixth Annual Leadership Development Conference Washington, D.C. Talking Points</p>
05/19/98*	<p>Northeast Association of State Transportation Officials 1998 Annual Meeting Atlantic City, New Jersey</p>
05/20/98*	<p>Asian-Pacific American Employees Council Washington, D.C.</p>
05/21/98*	<p>Women's Transportation Seminar National Conference San Diego, California</p>
05/26/98*	<p>European Conference of Ministers of Transport Copenhagen, Denmark</p>
05/27/98*	<p>NSTC/NGA Conference: Developing A National Transportation Science And Technology Strategy Chigago, Illinois</p>
05/28/98	<p>National Capital Region Congestion And Mobility Summit Washington, D.C.</p>
06/02/98*	<p>Conference on the New Principles Of Management and Budgeting Crystal City, Virginia</p>
06/02/98*	<p>Fifth Conference on U.S.-Japan Cooperation in Transportation Washington, D.C.</p>
06/04/98	<p>President's Council on Sustainable Development Meeting Washington, D.C. Talking Points</p>

06/10/98	Retirement of Admiral Paul Busick Washington, D.C. Talking Points
06/10/98*	Constituents Briefing on the Transportation Equity Act for The 21st Century Washington, D.C.
06/15/98*	National Association of Regional Councils Annual Meeting Tulsa, Oklahoma
06/22/98	Department of Energy Officials Briefing on TEA-21 Washington, D.C.
06/22/98	Office of the Inspector General Managers Conference Arlington, Virginia
06/23/98*	FAA Year 2000 Problem Industry Day Washington, D.C.
06/23/98	One DOT Satellite Town Hall: Introduction of Secretary Slater Washington, D.C. Talking Points
06/25/98	Meeting With Investment Officials New York, New York Talking Points
06/25/98*	APTA/FTA Industry TEA-21 Briefing Washington, D.C.
06/26/98*	FORBES Conference New York, New York
06/27/98	Funeral of Larry Epps Mount Olive Baptist Church Arlington, Virginia

06/30/98*	National Academy of Public Administration Government Performance and Results Act Conference Washington, D.C.
07/02/98*	Information Management Policies Assessment for City Transportation Systems Conference Philadelphia, Pennsylvania
07/06/98*	NRC/TRB Committee on the Federal Transportation Research and Development Strategic Planning Process Washington, D.C.
07/13/98*	American Association of State Highway And Transportation Officials TEA-21 Implementation Meeting Dallas-Fort Worth Airport, Texas
07/14/98*	One DOT Conference Washington, D.C.
07/15/98*	White House Community Empowerment Conference Washington, D.C.
05/16/98	Letter to James Costantiono, Ph.D., P.E. President - Intelligent Transportation Society of America 400 Virginia, Ave, SW - Suite 800 Washington, D.C.
07/20/98*	Federal Railroad Administration Year 2000 Problem Industry Day Washington, D.C.
07/21/98	San Antonio Transguide Model Deployment Initiative Opening San Antonio, Texas

07/21/98	San Antonio Model Deployment Initiative Rollout: Media Lunch San Antonio, Texas Talking Points
07/21/98*	San Antonio Model Deployment Initiative Rollout: San Antonio, Texas
07/23/98	National Governors Association Forum On the Year 2000 Problem Washington, D.C. Talking Points
07/23/98*	White Mountain Trail National Scenic Byways Designation Crawford Notch, New Hampshire
07/27/98*	ITS Year 2000 Summit Keynote Washington, D.C.
07/27/98	ITS Year 2000 Summit Luncheon Washington, D.C.
07/27/98	Introduction of Congressman Dennis Kucinich Georgia Commissioner of Transportation Wayne Shackelford ITS Year 2000 Summit Washington, D.C.
08/03/98*	Lee County Value Pricing Inaugural Fort Myers, Florida
08/03/98*	Horizon Council Luncheon Fort Myers, Florida
08/26/98	Transportation Trades Department AFL-CIO Legislative and Policy Conference Landsdowne, Virginia Talking Points

08/26/98	Vision Project Kickoff Meeting Washington, D.C. Talking Points
09/09/98*	National Research Council/Transportation Research Board Workshop on Enabling Transportation Research Washington, D.C.
09/10/98*	Before the Year 2000 Technology Problem Washington, D.C.
09/11/98*	Medicine/Public Health Initiative National Committee Meeting Washington, D.C.
09/14/98*	Mount Vernon East Grant Award Mount Vernon, New York
09/14/98*	US DOT Listening Session on New Federal Credit Programs New York, New York
09/15/98*	TEA-21 Listening Session Opening Remarks New Orleans, Louisiana
09/16/98*	ITS America "Show Me (How to Get) The Money" Conference Washington, D.C.
09/17/98	National Association of Counties TEA-21 Presentation Washington, D.C. Talking Points
09/17/98*	ITS Connecticut First Annual Conference Hartford, Connecticut
09/18/98*	TEA-21 Listening Session of Surface Transportation Safety Fairfax County, Virginia

09/23/98	Deregulation "20" Summit Washington, D.C.
09/25/98	Meeting with Coast Guard Academy Officer Candidates New London, Connecticut Talking Points
09/25/98*	Address to the Coast Guard Academy Corps of Cadets New London, Connecticut
09/28/98*	MESA Partnership Agreement Signing Tolleson, Arizona
09/28/98*	Phoenix Model Deployment Initiative Rollout Phoenix, Arizona
10/02/98*	Women's Transportation Seminar Meeting New York, New York
10/02/98*	Global Positioning Satellite System Exhibit Ceremony Washington, D.C.
10/05/98	American Public Transit Association Annual Meeting New York, New York
10/05/98*	American Public Transit Association Annual Meeting "Move It: Connecting People and Places" Panel New York, New York
10/06/98*	TEA-21 Listening Session - Opening Remarks New York, New York
10/08/98	Response to Questions from the Fifth World Congress on Intelligent Transport Systems <i>ITS Daily News</i>

10/12/98*	Fifth World Congress on Intelligent Transport Systems Seoul, Korea
10/20/98*	Department of Transportation Office of Small and Disadvantaged Business Annual Meeting Washington, D.C.
10//20/98	WWS 401E: Transportation and Urban Land Use The Woodrow Wilson School, Princeton University Princeton, New Jersey Discussion Outline
10/21/98*	Great American Station Foundation Seminar on Station Revitalization Washington, D.C.
10/22/98*	OSDBU Minority Enterprise Development Week Awards Washington, D.C.
10/22/98*	Brownsfields Showcase Summit Washington, D.C.
10/23/98*	MTA Frederick Service Grant Award Frederick, Maryland
10/27/98*	Transportation Law Institute Symposium Luncheon Crystal City, Arlington, Virginia
10/29/98	Coast Guard Foundation Salute to the Coast Guard Dinner New York, New York
10/29/98	Conference Call on Delaware Discretionary Grants Washington, D.C. Talking Points

11/05/98	ONE DOT Disability Forum Washington, D.C. Talking Points
11/06/98*	TEA-21 Listening Session Providence, Rhode Island
11/08/98*	American Association of State Highway And Transportation Officials Annual Meeting TEA-21 "Report on Progress Session Boston, Massachusetts
11/08/98	TEA-21 "Report On Progress" Session Boston, Massachusetts
11/24/98	Harvest for the Hungry Washington, D.C.
11/30/98	ONE DOT Scenario Vision Project Washington, D.C.
12/01/98*	Annual Meeting of the Association of Oil Pipelines Washington, D.C.
12/09/98*	Key Federal Transportation Programs and Initiatives ENO Transportation Foundation Conference on Global Climate Change Washington, D.C.
12/15-17/98	John F. Kennedy School of Government Executive Session on Performance Management Cambridge, Massachusetts



U.S. Department of
Transportation

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**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
COUNCIL OF UNIVERSITY TRANSPORTATION CENTERS DINNER
WASHINGTON, D.C.
JANUARY 10, 1998**

Thank you, Dr. Mason, for that introduction. Good evening, everybody: it's a pleasure to join you. I've been involved with research and education for many years, in fact, during the 1980s I served on TRB's Committee for the Study of Transportation Professional Needs, so tonight's event has a great deal of meaning for me.

I recall my conversations with Milt Pikarsky as he pulled a few of you together to seek funding for university research as we were developing the first surface transportation reauthorization proposals in 1978.

I'd like to start by bringing you greetings from Secretary Slater, who couldn't be with us this evening. The Secretary likes to quote the late Alex Haley, the author of *Roots*, and, incidentally, a former Coast Guardsman, who said "find the good and praise it." That's what I want to do tonight.

And it's easy to do, because the Council of University Transportation Centers has accomplished so much in its twenty years. Just think about where the transportation profession was two decades ago.

Having grown up in an era of big construction projects, we emphasized, almost exclusively, the engineering aspects of our work. Its work was done with slide rules and card catalogues. Little consideration was given to the impacts of transportation, on everything from the condition of our cities to the health of our environment. And the profession included few women or people of color, especially in senior positions.

All of that has changed. The faces I see before me, the faces I see at transportation meetings and events everyday, look like America. And that's good, because it's made available to our profession a much larger pool of talent, it's brought a diversity of experience and ideas to our industry, and it's begun to put us in better communication with the public we serve.

This diversity better reflects the needs and desires of all of our people, and our professional emphases have changed appropriately. Indeed, the weighing of concerns other than mobility, and the expansion of public participation in decision-making, are so common today that we forget how new they are to our professional consideration.

Deputy Secretary of Transportation Mortimer Downey
January 10, 1998

Especially new is our ability to apply advanced tools to our work: the use of computers and other information and communications technologies has become common only in the last decade, as have such intellectual concepts as intermodalism, something which few of us had heard of and fewer still could connect to their work.

Making sense of all of the remarkable changes of recent decades, and helping us to change how we fulfill our professional responsibilities, has been challenging. And no sector has done more to help us meet those challenges than the academic community.

It is our nation's colleges and universities which we increasingly rely on to train the next generation of transportation professionals, and which we depend on for the most advanced research on pressing issues. And we rely on CUTC to keep this forward-looking orientation for the transportation industry.

Thousands of today's working professionals are the products of these programs, reinvigorating state DOTs, transit agencies, MPOs, freight carriers, airlines, and the whole range of transportation providers.

And university-managed transportation research keeps America moving ahead.

Internet-accessible data systems, such as North Carolina State's TERIS, and distance learning initiatives, such as the Tel-8 network pioneered by North Dakota State and other Mountains-Plains universities, enable people to work and study effectively regardless of where they live.

We see new technologies being pioneered through UTCs. Adaptive cruise control is being developed through the Great Lakes Center for Truck and Transit Research, a UTC consortium led by the University of Michigan. The Mid-Atlantic Universities UTC, led by Penn State, is exploring using an entire Interstate corridor as an automated highway case study.

Nor are more traditional technical research concerns being neglected. Northwestern University is pioneering more cost-effective testing of bridge safety, and West Virginia University is creating new ways to evaluate pavements.

And the growing focus on linking transportation to other national concerns has led to such initiatives as the Cuney Homes vanpool project, managed by Texas A&M and the University of Texas, a demonstration which holds lessons for us as we help welfare recipients gain access to jobs and training.

These are just a few of the achievements made possible by some of the universities represented here tonight. Quite simply, the successes of the past generation wouldn't have happened without you, America's university transportation programs.

Deputy Secretary of Transportation Mortimer Downey
January 10, 1998

Now, as we face even greater social and economic transformations, and as we see limits on the resources available to both government and industry, we need you more than ever to meet our educational and research needs.

We'll do our part: our reauthorization proposal for surface transportation, the NEXTEA bill you've heard so much about, continues our strong commitment to university transportation programs. We're looking forward to working with Congress to give you the stable, long-term support you need to plan and carry out your programs.

We also want to build new partnerships that will benefit university programs, drawing upon the resources of TRB and other institutions, and building new alliances with business.

We want to help universities take the lead on curriculum development to provide stronger training in new areas, such as environmental quality, technology, transportation finance, and intermodalism, even as we continue the traditional ones.

We want to help prepare *your* next generation of students through initiatives such as the Garrett Morgan program, which Secretary Slater announced last year. This program challenges a one million young students to develop their math, science, and technology skills to prepare for careers in transportation, and we want universities to play a major role in carrying it out.

And we want to ensure that you're full partners as we implement changes to our federal research and technology development policies, changes which I and Jack Gibbons, the President's science advisor, will discuss in detail at a TRB session on Monday afternoon.

Together, we can work together to put America's transportation system on a sound footing for the 21st century, and leave our children, and grandchildren, a legacy they can be proud of.

Let me close now by saying that, in all of these efforts, we look forward to continuing the two decades of partnership with the Council of University Transportation Centers, a partnership in which, as Secretary Slater might say, we find much good to praise.

Thank you, and congratulations on 20 years of service to the nation.

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(In his remarks the Deputy Secretary referred to Dr. John M. Mason, Jr., President of the Council of University Transportation Centers; to the late Dr. Milt Pikarsky of the City University of New York; to Secretary of Transportation Rodney E. Slater; to the late Alex Haley, the author of Roots; and to Dr. John Gibbons, Director of the President's Office of Science and Technology Policy.)

REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
TRANSPORTATION RESEARCH BOARD
WASHINGTON, D.C.
JANUARY 12, 1997

("Baton" introduction to be made by Acting RSPA Administrator Kelley Coyner)

Thank you, Kelley -- for that introduction, for your leadership at RSPA, and -- especially -- for your work on the Garrett Morgan program.

As you noted, it's an initiative which is crucial to our ability to meet the technology challenges of the next century. Both Secretary Slater and I are proud of its successes so far, and of your part in bringing them about.

I also want to thank Dr. Gibbons for his remarks, and his continuing commitment to applying the best in new technologies, wherever they are being deployed, to solving our transportation problems.

And I want to thank our other speakers -- Fenton Carey, Christine Johnson, Charlie Huettner, and John Scardina.

I'd like to close this afternoon's session by acknowledging the great progress made through the NSTC's process thus far. Then I want to speak about what we see for the future of transportation research and development under its newly-reorganized committee structure.

Let me start by congratulating the interagency team that developed last year's NSTC Transportation Science and Technology Strategy. Their hard work produced a comprehensive strategy that well serves us -- in the Department of Transportation and in the transportation sector more generally.

With this document in hand and available through the Internet, we're able to educate the general and scientific public about national goals and partnership activities in the transportation sector -- what's going on and where the gaps are.

It also provides a roadmap for the future direction of research -- both that sponsored by the federal government and that which will be done through other levels of government, universities, and the private sector.

The NSTC has benefited from significant TRB support in a number of ways. We received invaluable input from TRB's workshops and analyses, from willing participation in NSTC planning activities, as well as from the useful critique of the Strategy.

Today's presentations on the milestones reached in the NITI, IVI, Next Generation Air Transportation, and Aviation Safety partnerships shows us the promise for continuing for similar achievements in our other partnership initiatives.

The many NSTC-related sessions TRB is sponsoring -- such as this afternoon's panel on our intelligent vehicle initiative, tomorrow evening's session on advanced materials, and Wednesday's sessions on sustainable communities and aviation safety all show this continuing cooperation with TRB, and we appreciate that.

Now, let me turn to the future of the federal role in these matters.

As part of the commitment that President Clinton and Vice President Gore have to supporting transportation research and development, transportation issues will continue to be a major NSTC emphasis.

Under the newly reorganized Committee on Technology, we'll carry over the focus on the successful partnerships, encouraging their growth and development.

Each of you will see more of intelligent vehicles and infrastructure -- on our highways and railroads, in the skies above us, and on our waterways.

The Committee's multiple roles in addressing a broad range of technologies, such as information and communications, is the perfect complement to our increasingly high-tech transportation world.

In fact, many nations around the world have even combined transportation with telecommunications in their government structures.

Similarly, the Committee's interest in the areas of manufacturing and construction are complements to the concerns we're addressing in transportation.

We won't neglect the efforts which led to the Science and Technology Strategy: as part of our plan for this year, we intend to build on the cooperation which led to its creation.

We want to expand its scope from being federal to being truly national by reaching out to all of our transportation customers and stakeholders, and by incorporating plans for -- and results of -- non-governmental initiatives.

We'll need the involvement of all our stakeholders in order to meet our goal of producing an effective and useful 1998 edition of the National Transportation Science and Technology Strategy.

In addition, we'll increase our use of the Internet for dissemination of partnerships, research and technology opportunities, and information.

The new national transportation science and technology website -- scitech.dot.gov -- can serve as a feedback mechanism, bringing customers and stakeholders into the process of structuring, planning, and effectively deploying the federal science and technology strategy.

In spite of the progress we've made, challenges remain.

We must seek to continue institutionalizing the strategic planning process for research within the federal government, and join with similar efforts at regional, state, and local levels.

This is going to require customer and stakeholder involvement from transportation designers, developers, operators, and users.

Such planning will improve communication of our goals, and increases the likelihood of reaching our targets in a timely and cost-effective way.

In addition, the development of our partnership initiatives will require that we identify and execute the appropriate role of the federal government in standards, planning, removing barriers, and encouraging innovative finance.

Over the next several months we'll hold meetings around the country to help us better define the partnerships, the participants, and the investment that will be necessary to make these work.

We'll need to broaden our focus on transportation research, enabling us to strengthen the nation's science and technology base, providing the opportunity for major breakthroughs in transportation, and spurring innovation from universities and from government and industry laboratories.

Areas that have excellent potential for making major impacts on our transportation system over the next two decades include human performance and behavior, advanced structures and materials, software assurance, energy and propulsion systems, and sensing and measurement.

We're planning to hold several workshops with TRB and others over the next year to define priorities for long-term, high-risk, high-gain transportation research in these areas. I'm confident we'll maintain our fine record of accomplishments.

Through financial and knowledge-based investments and the use of visionary partnerships in transportation education, research, and technology, we can provide the country with measurable benefits.

In the end -- as well as along the way -- we can create new areas for employment and increase our competitiveness in global markets.

These efforts will help us realize President Clinton's goal of an efficient transportation system that supports economic growth while being safe, secure, and environmentally-friendly.

The President has said that “investing in technology is investing in America’s future.”

This can become a reality with an integrated transportation system for the 21st century, and with a National Transportation Science and Technology Strategy that is truly national in scope.

This success would not be possible without the dedicated participation of our partners elsewhere in the federal government and in the private sector, academia, and state and local government.

I’d like to challenge each of you to act in the spirit of these partners by getting involved in our efforts.

You can start by taking a critical look at the Science and Technology Strategy. There are copies available here today, or you may access it through the new national transportation science and technology website.

Give us your feedback. Send letters, e-mail, or call us.

And get others involved in the future of transportation research and development.

I also strongly encourage you to support the Garrett Morgan program.

Help sponsor students in educational endeavors in math, science, and technology.

Design educational materials, offer curricula to share with educators across the country.

On an individual level, you can become a tutor or mentor.

The key to America's leadership in science and technology depends on the personal involvement of everyone here -- to implement national strategies, and to lay the foundation for continued excellence. I ask each of you to stay committed, and to stay involved.

Thank you.

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
UNIVERSITY TRANSPORTATION CENTERS PROGRAM
OUTSTANDING STUDENTS OF THE YEAR AWARDS
WASHINGTON, D.C.
JANUARY 12, 1998

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 -- and we are committed to it and to its success.

I'd like to begin my remarks tonight by announcing an important decision. Most of you know that ISTEA, the Intermodal Surface Transportation Efficiency Act -- which authorized the UTCs and other federal surface transportation programs -- expired last September.

Congress couldn't agree on a measure to extend these programs, but instead enacted a temporary, six-month reauthorization. That included half of the annual funding for the UTCs.

Now, there are lots of ways we could try to stretch that blanket to cover our purposes: fund half the sites, give half the dollars, cover half the year, and so forth.

Tonight, I want to tell you that we've decided to focus these resources on the UTC's education programs, ensuring *now* that full funding for the 1998-99 academic year will be available.

That means no UTC education program will have to shut down.

It means that the available funds will match the UTCs' established budgets.

And -- most important -- it means that the UTCs will be able to make offers to top-flight students for next year's programs on time...

...that schools and students will be able to qualify for state matching funds...

...that no student will go without the aid he or she was promised...

...and that a year or two from now we will have a new crop of outstanding students to honor.

Our commitment under this program is first -- last -- and always to the students, and *you* are the ones we're protecting most through this decision.

And that's appropriate. When the UTC program was created -- little more than a decade ago -- it responded to the need for a better-trained and better-educated transportation workforce.

The UTC Program helps to provide 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 -- to gain valuable experience -- and to develop the foundations for careers in transportation. It's a cornerstone of our effort to create the transportation system for your century -- the 21st century that we are all moving into.

The need is there for these students when they graduate into the world of transportation -- and so are the opportunities.

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

Before we present tonight's awards, I'd like to return for a moment to ISTEA.

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 wasn't as comprehensive as it might be.

For example, it didn't include -- or connect well with -- our aviation and maritime programs, which are authorized separately.

Nor did 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 continue institutionalizing the strategic process for transportation research and education -- not only in the Department of Transportation, but across the federal government -- building on the work done through the National Science and Technology Council.

And we need to ensure the long-term health of the University Transportation Centers Program to sustain our commitment to transportation education, preserving the opportunity it offers.

As I mentioned, ISTEA has already expired, and its programs have been continued on a temporary basis.

Last spring President Clinton and Secretary Slater proposed a successor to ISTEA called NEXTEA -- the National Economic Crossroads Transportation Efficiency Act.

Most of its provisions were included in the reauthorization bills which moved out of the Senate and House committees, but which ultimately weren't passed.

I know that there are genuine differences of principle in Congress, especially when it comes to matters of formulas and funding.

But it's important that America's states and cities have a reliable source of funding for vital programs, and that our universities have the stability they need to educate their students and to conduct their valuable research projects.

I hope that Congress will consider NEXTEA as a way to bridge the differences and achieve a workable compromise that keeps America moving.

I know that Secretary Slater and I are ready to work with Congress to make timely reauthorization a reality.

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 months.

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 -- who have taken the opportunities they have been given -- and who 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. Jim Miller and our acting RSPA Administrator, Kelley Coyner, to join me for the presentation of awards...

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
TRANSPORTATION ADMINISTRATIVE SERVICE CENTER 2ND ANNIVERSARY
WASHINGTON, D.C.
JANUARY 22, 1998

(Introduction to be made by TASC Director George Fields)

Thank you, George, for that introduction -- and for your leadership of TASC. I'm happy to join you, and Secretary Slater, to salute one of the best examples of innovation here at DOT.

Under President Clinton and Vice President Gore's leadership, we've dramatically reformed the way we carry out the people's business. The government is now as small as it was when John F. Kennedy was here, and it's doing more with greater impact.

That's true here in DOT, which has seen reinvention successes in every mode -- but few as fundamental as those exemplified by TASC:

TASC was a major step forward when opened its doors two years ago as the successor to a working capital fund that provided limited operations.

Now it's moved beyond that to become an exemplary business with a wide range of products and services. TASC is bringing private sector practices to government, improving customer service and saving taxpayers' money.

As I look around the room I see ample evidence for TASC's success -- especially in the four Hammer Awards TASC has shared in over the past year.

ITOP is helping us to speed up information technology purchases in DOT and in other agencies while cutting their costs -- and it successfully maintained a role for small business.

The new Blue Pages are a customer-friendly guide to federal telephone services unlike any past version.

The Intermodal Working Group has finally done what we all knew had to happen -- linking our e-mail systems and upgrading their capabilities.

And the electronic dockets system -- which TASC assisted the General Counsel in creating -- enables the public to access our dockets through the Internet.

TASC's successes are seen not just in eye-catching examples of innovation, but in how well it has carried out the routine operations which affect each of us every day -- the management of DOT facilities and internal services.

In concert with our effort to make this ONE DOT, administrative services are being consolidated, giving us economies of scale that are improving quality and controlling costs.

TASC has helped cost control by bringing down overhead expenses by more than a third in the past year while improving quality. TASC has further offset costs for DOT users by contracting out to other federal agencies, which share in the overhead.

And TASC has helped us to do our part in achieving broader public policy goals -- cutting energy use at rates that exceeded national goals, earning TASC a Federal Energy and Water Management Award -- supporting DOT's hiring of people making the transition from welfare to work -- and dramatically increasing diversity through the recruitment of outstanding women and minority candidates.

TASC's first two years have been a model for how to reinvent government. Over the *next* two years we're looking forward to TASC's continuing progress as it becomes even more business-like and competitive.

And we look to TASC's helping us to solve problems as different as finding a new DOT headquarters and solving the Year 2000 computer crisis -- *there's* a challenge for you.

As it does so, we know that it will continue to serve as a model for a service organization that *works* -- even as it advances a diverse, family-friendly work environment.

Let me close now by saying that I'm proud of TASC and of the DOT employees who have made possible one of the federal government's most advanced and entrepreneurial operations. You're helping to keep DOT a leader in reinventing government, and I thank you.

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U.S. Department of
Transportation

News:

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

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Briefing Room

(In his remarks the Deputy Secretary referred to George Fields, Director of the Transportation Administrative Service Center, and to Secretary of Transportation Rodney E. Slater.)

**TALKING POINTS FOR FAY IMPROVEMENT COMPANY CONFERENCE
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
JANUARY 27, 1998
WASHINGTON, D.C.**

- * **Investment vital:** Strong economy partly due to efficient and flexible transportation which keeps costs low. (Delays erode Indian exporters' cost advantage by 30%.) Keeping competitive edge means recognizing that the "bridge to the 21st century" isn't just a metaphor; need literal bridges, so President has closed infrastructure deficit while balancing budget.
- * **Producing results:** For '98, nearly \$30 billion -- up 41% over '90-'93 average. Producing real results, even with many projects incomplete. Forthcoming report shows roads & bridges improved, transit capacity added.
- * **Sustained federal effort:** Maintain highway, transit, airport investment while increasing investment in new technologies -- ITS infrastructure and vehicles, Flight 2000, aviation safety research, high-speed rail.
- * **Innovative finance:** Aging infrastructure and growing traffic mean continuing investment demands, and federal funding can't meet all needs. Experimental effort to attract private investment and to cut red tape made possible 74 new projects worth \$4.5 billion. Generated \$1 billion in new capital, sped projects up by an average of two years. Strategies now standard practices.
- * **Other strategies:** *SIBs* use federal seed capital to leverage private investment through loans and credit enhancement and serve as revolving loan funds. *GARVEES* enable projects to be amortized by backing bonds with future federal funds. *Credit assistance* -- standby lines of credit for Orange County toll roads and \$400 million direct loan to the Alameda Corridor.
- * **NEXTEA:** Record \$175 billion for investment, more innovative finance. Expand *SIBs*, establish stable source of seed funding: Program to leverage nonfederal resources for nationally-significant projects.
- * **Encourage private partners:** Want private sector partners to finance, build, operate, maintain transportation facilities. Look forward to hearing your thoughts and ideas about how best to encourage such partnerships.

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
DULLES AIRPORT MIDFIELD CONCOURSE DEDICATION
LOUDOUN COUNTY, VIRGINIA
JANUARY 28, 1998**

(Introduction to be made by James Wilding, MWAA General Manager)

Thank you, Mr. Wilding. Secretary Dole -- Congressman Wolf -- Mayor Barry, thank you for joining us. Dr. Tatum -- Mr. Daniels -- Mr. Ridgway -- Mr. Ralston -- thank you for your comments.

I want to begin by bringing you congratulations from President Clinton and Secretary Slater as you dedicate the Midfield Concourse.

We all know how much America's continued prosperity and global competitiveness depend on our efforts to meet future challenges and possibilities.

Farsighted leaders of the Metropolitan Washington Airports Authority have again responded to this reality, and the long-term expansion of Dulles reflects what can be achieved when people of vision and energy work together in partnership. We're proud to have been your partners in these efforts.

The expansion of Dulles reflects a national commitment to take full advantage of the opportunities the global economy offers America.

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

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

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

Federal policies helped America's airline and aerospace industries fight back from the financial ruin they faced six years ago, with regulatory reforms and technological advances to help these key industries become more competitive.

The President and his Transportation Secretaries also have worked hard to open up trade in international aviation services.

They've executed more than 50 new bilateral aviation accords, including 27 "open skies" agreements that give airlines flying the American flag the opportunity to exercise their competitive advantages.

Under these new agreements, our airlines can develop new services overseas -- build competitive market shares -- and make airports like this the busy places they ought to be.

And throughout the United States -- and especially here in the D.C. area -- the President, working with Congress, has delivered on new investment in our own transportation system -- our airports and the roads and mass transit systems which link them to our communities.

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

The foresight involved in today's airport expansion matches that shown by the airport's original planners and designers.

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

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

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