



U.S. Department of
Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
NRC/TRB COMMITTEE ON THE FEDERAL TRANSPORTATION RESEARCH
AND DEVELOPMENT STRATEGIC PLANNING PROCESS
WASHINGTON, D.C.
JULY 6, 1998

Thank you very much for that introduction, Dr. Sussman, and thank you, and Dr. Abramson, for taking on leadership of this Committee. This committee has been a valued partner in advancing the federal government's agenda on science and technology, and I'm glad to see the continuity in its membership.

Today, we again ask your help, this time to critique the draft National Science and Technology Council Transportation Technology Plan. I expect you'll look at the progress we've made since last year's review, and I hope you'll see that we're implementing your advice.

As most of you know, I'm chair of the NSTC's new Committee on Technology, and also of its subcommittee on transportation research and development. I've been involved with this interagency process from the start, and I share your belief in its value.

The research and technology development planning initiative we started five years ago is crucial in a number of ways to our ability to meet the technology challenges of the next century. We believe we should set clear national priorities, and should coordinate our research and development activities across the traditional boundaries between the public and private sectors and among levels of government, all in an effort to broaden our federal transportation science and technology strategy into a *national* strategy.

President Clinton and Vice President Gore, and Secretary Slater and I, are proud of our successes so far in advancing this effort. We're committed to deploying the best in new technologies, wherever they are being developed, to meet our transportation challenges.

I hope you'll agree that we've made significant progress in implementing our strategy. We have institutionalized strategic planning for transportation R and D not only within the Department of Transportation but across the entire federal government.

For example, just three weeks ago President Clinton signed the Transportation Equity Act for the 21st Century, TEA-21, which authorizes, and directs, us to establish a strategic planning process to determine our surface transportation technology priorities.

We also have been forging vibrant public-private partnerships we detailed in last year's strategy, creating an aggressive, long-term enabling research agenda, and strengthening the transportation technology workforce of the 21st century by creating the Garrett A. Morgan Technology and Transportation Futures Program.

Our interagency and public-private partnerships are carrying us forward in a variety of areas: the Partnership for a New Generation Vehicle, which will lead to an energy-efficient, low-polluting car with triple the mileage of today's vehicles...

...the President's Council on Critical Infrastructure Protection, which is identifying ways to safeguard our transportation systems, communications and power networks, and our other infrastructure against a variety of risks...

...the aviation safety and security advances which were spurred by the Gore Commission and are now being carried forward in a formal, tripartite NASA-DOD-DOT collaborative effort...

...and the surface transportation safety and efficiency improvements which will come from our cooperative work on Intelligent Transportation Systems.

Today, we're asking you to help us build on this progress by again reviewing the NSTC Transportation Science and Technology Strategy with its emphasis on partnerships.

We want you to review the strategy's eleven strategic partnership initiatives, which span topics in three broad areas: intelligent transportation systems, next-generation vehicles, and physical infrastructure. These eleven interagency R and D partnerships address system-level technology initiatives with the potential to offer significant benefits.

We in the Clinton-Gore Administration fully support these initiatives, and we hope that Congress agrees with us. We also recognize that the federal government can't implement them alone. They require the full involvement and commitment of our partners in other levels of government, in private industry, and in academia.

The collaborative approach these partnerships embody will help to expedite the research process, increase information-sharing, leverage additional resources, point university research programs in the right directions, and speed up the introduction of new technologies so we can more quickly see their benefits.

We want you to assess the proposed goals, the plans, and the current status of each of these partnerships. Are these the key areas in terms of needs and priorities? Is the timing right for progress to be made on them?

We also want you to identify, in broad terms, what the appropriate federal role should be in them. For instance, joint government-industry planning, standards development, promotion of innovative finance, and removing unneeded regulatory barriers to technology deployment are some of the facilitating techniques we want you to review as tools for making these partnerships successful.

Let me review some of the specific questions and topics we hope you'll consider.

We want you to assess these partnership's visions and their objectives, to determine whether they are measurable and achievable. We also want you to consider their goals, their plans, and their schedules and milestones, and determine whether they are on the path to success. We especially want you to identify possible roadblocks.

We ask that you look at the partnerships' linkage to the NSTC's vision of our transportation system in the year 2020, the broader transportation research agenda and activities, and other relevant federal R and D programs.

We want you to consider how we can link this effort to the intent of the Government Performance and Results Act. Throughout the federal government we're establishing linkages between our programs and budgets and clear, ambitious performance goals.

This focus on results is something we want to consider for our federal research and technology programs.

We hope you'll look at the partnerships' proposed composition, whether they're appropriate, and whether they'll enable the partnerships to achieve their goals.

We want your opinions about whether the partnerships are targeting the right areas and specific topics, and whether they, collectively, constitute a good agenda.

We look forward to your assessing the proposed federal role and appropriateness, either individually or collectively, and recommend to us possible federal support strategies.

And, even though it's not in your work statement, we'd like your informal comments on our draft *national* transportation science and technology strategy, which builds on the federal strategy.

This is the latest in a series of consultations we're making with you. Last year we asked you to review the R and D strategic planning process, and next year we'll ask you to look at our enabling research plan.

*Deputy Secretary of Transportation Mortimer Downey
NRC/TRB Committee on the Federal Transportation Research
and Development Strategic Planning Process*

Together, these reviews will give us the expert opinions we need to make our research and technology agenda a success. I hope we can see your comments in September so they can be used in our FY2000 budget deliberations.

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 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.

On behalf of Secretary Slater, I want to thank you for your contributions to date, and I look forward to the results of your discussions over the next few days.

As with our other initiatives, 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, stay involved, and see this effort through. Thank you, and good luck in your efforts.

#####

(In his remarks, the Deputy Secretary referred to Committee Chair Joseph Sussman, Massachusetts Institute of Technology Professor of Engineering and Director of MIT's American Association of Railroads Affiliate Laboratory Program.)



U.S. Department of
Transportation

News:

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

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
INFORMATION MANAGEMENT POLICIES ASSESSMENT
FOR CITY TRANSPORTATION SYSTEMS CONFERENCE
PHILADELPHIA, PENNSYLVANIA
JULY 2, 1998**

Thank you for that introduction, Denise, and thank you for inviting me to join you this afternoon. I'd like to extend special greetings to all of our guests from throughout Europe and North America.

Today, I'd like to talk particularly about how we can, and why we must, meet one of the greatest challenges we face as we apply information management systems to transportation: the Year 2000 computer problem.

It's urgent that we do so. Our societies have benefited greatly over the past generation from the use of computer-based information and communications technologies. In transportation, these technologies have enabled us to create productive "just-in-time" delivery systems, to improve maritime navigation, and to double the effective capacity of our air traffic system. These computer-driven systems contribute to the safe, smooth, and productive functioning of our transportation networks today, and can generate even greater benefits in the future.

Intelligent transportation systems, the technologies called telematics in much of the world, can reduce congestion by improving the efficiency of existing roads, railroads, and transit lines. In the U.S., we believe they can help to cut by a third the cost of providing the new highway capacity our cities need and can save thousands of lives by preventing traffic crashes.

In the U.S. over the past six years our progress has been spurred by a billion-dollar federal commitment to ITS. Federal funding has enabled us to support research, aid in the setting of technical standards and the creation of an architecture, contribute seed money for deployment, and provide training and technical assistance.

After six years, we have the basis for the widespread implementation of proven technologies. We need to demonstrate their value, and move to a point at which they're developed *not* because there's government seed money available but because people out there want and need them.

*Deputy Secretary of Transportation Mortimer Downey
Information Management Policies Assessment
For City Transportation Systems Conference*

That is why we remain committed to the national goal we set 2½ years ago when then-Secretary of Transportation Peña launched Operation TimeSaver. That goal is a basic, integrated ITS infrastructure deployed across the nation within a decade, one that will cut travel times by 15 percent in 75 U.S. metropolitan areas, one that also will produce comparable benefits for rural areas and for commercial trucking.

We're dedicated to making intelligent transportation systems a reality nationwide, proving ITS's value and ensuring long-term support for continuing federally-funded research.

In the U.S., we look forward to working closely with our cities to make this happen, since they have the important responsibilities for operating our road and transit systems. They have to be part of any successful partnership

We now have additional resources to do so. Three weeks ago, President Clinton signed the Transportation Equity Act for the 21st Century, TEA-21, which guarantees \$198 billion in federal funding over the next six years for highway, transit, safety, and technology programs. This act authorizes \$1.3 billion for intelligent transportation systems, roughly half for continued research, training, and standards development, and half for deployment.

The focus in our metropolitan areas will be on integration, integration between technologies and integration among jurisdictions. We know that we can't get the most out of ITS if adjacent cities and counties and even adjacent states don't have interoperable systems, if their traveler information and traffic management networks can't "talk" to each other. TEA-21's emphasis on integration will help to solve this problem.

TEA-21 also answers the President's call to give states and localities much greater flexibility to transfer other federal highway and transit funds to ITS projects. This dramatically expands the funding potentially available to ITS, and gives states and localities the resources they need.

This bill continues our emphasis on attracting private and other nonfederal governmental resources to ITS projects. Even with this bill's expanded flexibility in the use of federal-aid funds, there isn't enough federal money to do all that's needed to fully deploy ITS nationwide. The bulk of the investment must come from other sources, and this bill helps us to leverage it through continued seed money and through new means of funding ITS systems under an innovative financing provision called TIFIA, the Transportation Infrastructure Finance and Innovation Act.

TEA-21 will continue our efforts to lay the foundation for the advanced transportation systems of the 21st century, systems which will help us to meet the challenges of mobility in our cities. And TEA-21 enables us to continue our shift from development to deployment, building public confidence and public support for ITS.

*Deputy Secretary of Transportation Mortimer Downey
Information Management Policies Assessment
For City Transportation Systems Conference*

However, to get to my main subject, we face a significant challenge, in the U.S. and around the world, in the Year 2000 problem. We should consider how our efforts to overcome this problem will influence public reactions to all technological progress in the years to come.

The origin of this problem is simple. Because of limited storage capacity, many computers were programmed to use just two digits to keep track of the date. That seemed like a good idea at the time, when everyone expected that those computers and programs would have been replaced by now. Many of them were not, and, on January 1, 2000, these computers could recognize a "double zero" date not as 2000, but as 1900. They could stop running or start generating bad data.

One thing we know is that this problem is real: retail scanners in the U.S. already have rejected credit cards expiring in the year 2000, and in some cases, the very act of trying to read the card caused store-wide systems to crash. We're now determining the full extent of the problem as it affects transportation.

Now, we all get very frustrated when our personal computers crash. Far worse could happen if the Year 2000 problem shuts down the computers which operate government and business networks. We risk major disruptions of global financial markets, of communications and power systems, and of our transportation systems here and abroad.

Fortunately, as we're all finding, there *is* a solution. The technical fix for the Year 2000 problem is straightforward, but it requires a heavy commitment of resources to evaluate computer systems and implement the necessary repairs.

Recognizing this, President Clinton and Vice President Gore acted quickly. They've directed us to do everything necessary to ensure that the federal government's computer systems are functioning as well on January 1, 2000, as they were on the day before.

At the Department of Transportation, this means not only our internal management systems but also operations which directly affect services such as intelligent transportation systems, air traffic control, and the global positioning satellite system.

Incidentally, the GPS system faces its own crisis on August 21, 1999, when it "rolls over" its date register in terms of weeks of operation. Not all GPS receivers, especially those at the lower-cost end, will understand or accept this rollover, another challenge we have to face in the ITS community.

But I believe that, overall, the challenges we ultimately face are *not* ones of technology but of project management. The deadlines *can* be met if we have the right people in place and the right resources available to them. Let me assure you that, if progress *isn't* being made, we in the federal government *will* act to put in charge people who *can* get the job done for our systems.

*Deputy Secretary of Transportation Mortimer Downey
Information Management Policies Assessment
For City Transportation Systems Conference*

If we find that they don't have adequate resources, we'll work with the President's Council on Year 2000 Conversion, with the federal Office of Management and Budget, and with the Congress to give them the tools they need. We've already obtained approval for funding reprogrammings at the Federal Aviation Administration.

The necessary work already has been done for nearly 40 percent of the Department of Transportation's mission-critical systems. Every such system will be either repaired, replaced, or retired by the 2000 deadline. *Period.* Nothing less will be acceptable to me, or to Transportation Secretary Slater, or to the President and Vice President.

We'll do *whatever* is necessary to ensure that this happens. We'll also ensure that back-ups or alternatives are available to handle contingencies and disruptions of our systems so that the public can be served with safety.

However, our concerns aren't limited to how the Year 2000 problem affects federal systems; we're concerned about the impact on the economy and society as well. Many of our systems interact with those of state and local governments and the private sector, and Year 2000 problems in these systems could compromise our own networks. Moreover, shutdowns of nonfederal systems could jeopardize safety or the economy's smooth functioning if financial, telecommunications, or power systems fail.

I'm concerned that many public officials and business leaders don't understand this problem or aren't yet taking it seriously.

Recent reports suggest that, even among America's large businesses, those which file reports with the SEC, only 60 percent of them have completed the task of assessing their systems. Small businesses are even further behind. This assessment is the essential first step of the five-step repair process. We in government were shooting to have these assessments completed by last August, and have now virtually finished them.

Many who do understand the issue are taking it for granted that their systems have no problems, or that a simple, technical fix will be developed. Making that assumption would be a terrible mistake.

The Council on Year 2000 Conversion oversees the government's efforts and promotes awareness at other levels of government and in the private sector. Through the Council, the President has asked us to reach out to our partners and our customers, in the U.S. and around the world, and encourage them to evaluate their own systems and make any needed fixes.

And that's what we're doing today. We at the federal level are taking a leadership role in the U.S. because, although these systems are state and local and private responsibilities here, this is truly a matter of national concern.

*Deputy Secretary of Transportation Mortimer Downey
Information Management Policies Assessment
For City Transportation Systems Conference*

And we are raising people's awareness in forums such as this one because it is an international concern as well. If travel or shipping were to come to a halt on January 1, 2000, or even be dramatically slowed, the results would be disastrous. Beyond delays and risks to safety, we could see irreparable damage to public confidence in the ongoing reliability of these systems.

We want to expand this effort to encompass our partners around the world because of the potential impact on American interests.

Just as you need to ensure the safety and reliability of your transportation systems, so we want to ensure the safety of Americans, and we want to make sure that American firms relying on overseas transport do not have their operations disrupted. In a global economy, we also want to help avoid a major disruption of overseas transportation networks which could affect all of our economies.

We can't compel system operators, in the U.S. or elsewhere, to take the necessary steps, nor do we have the resources to perform universal evaluations and repairs. However, we can, *and should*, raise awareness of the problem and promote the sharing of effective strategies.

To help us do this, we're conducting outreach sessions with industry, including a forum on ITS, telematics, in Washington on July 27. We're also creating a clearinghouse on transportation and the Year 2000 problem, with information to be made available worldwide through the Internet.

These are only first steps in solving the broader Year 2000 problem, but they are necessary ones if we're going to prevent costly disruptions and sustain the public support we need for future advances. We're also receptive to your ideas about ways to address this issue, both within the U.S. and internationally.

So let us work together, determine the scope of the problem we face, and then decide on the best ways to solve it. I have every confidence that we have the resources and the ability to do so: we need only make the commitment.

If there are few problems, and I hope that is the case, we can give that assurance to our peoples before unfounded rumors and fears have become widespread. We owe it to ourselves, to our citizens, and to the future of the transportation industries in all of our nations.

It's our responsibility, as the English poet Wordsworth wrote, "to live, and act, and serve the future hour." I'm confident that, working together, we *will* meet our responsibilities to serve the future. Thank you.

#####

(In his remarks, the Deputy Secretary referred to Denise L. Goren, Deputy Mayor of the City of Philadelphia and Co-Chair, IMPACTS-North America.)



U.S. Department of
Transportation

News:

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

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
AMERICAN ASSOCIATION OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS TEA-21 IMPLEMENTATION MEETING
DALLAS-FORT WORTH AIRPORT, TEXAS
JULY 13, 1998**

Good afternoon. I'm glad to have the opportunity to talk about a genuine victory for you and the rest of America's transportation community.

Five weeks ago, President Clinton signed TEA-21, our inside-the-Beltway shorthand for the Transportation Equity Act for the 21st Century. I'd like to give you an overview of this bill, and then ask Jack Basso to add to my comments, explain the budget concepts that make it work, and tell you how we plan to move ahead in implementing the bill. Then we'll take your questions.

Over the next two days, you'll also have the opportunity to hear additional details from FHWA, FTA, FRA, and NHTSA staff. We have a philosophy which Secretary Slater calls ONE DOT, an integrated, focused approach to achieving departmental goals, and it's that unified approach which will drive our implementation of TEA-21.

This bill guarantees a record \$198 billion for transportation, and we're all interested in that. But this bill is also about more than money. It is our tool to meet the challenges, and to take advantage of the opportunities, that the new century will bring us.

Let me put this legislation into a broader context. We see it as the latest in a series of initiatives President Clinton and Vice President Gore have developed to prepare this nation for the 21st century. Under their leadership, we've ended 30 years of deficit spending, and we have the strongest economy in a generation. That's not just my opinion: just look at what Alan Greenspan has been saying.

As we've done this we've also invested to make America more competitive well into the new century. We've invested wisely in all of our long-term needs, education, technology, the environment. And we've invested in our transportation system to make it safer and better able to handle the traffic generated by our growing economy.

We're sustaining this growth by making good on President Clinton's 1992 pledge to rebuild America. Our transportation investments, already 40 percent higher than the previous Administration's average, are clearly improving our system, the latest Conditions and Performance report shows that.

*Deputy Secretary of Transportation Mortimer Downey
AASHTO TEA-21 Implementation Meeting*

TEA-21 carries this investment into the new century. It was a virtual clean sweep for President Clinton's policy proposals and a principled compromise on funding issues. The bill gives us record transportation investment, a guaranteed \$198 billion over six years that has been fully paid for, as the President said when he signed it, "line by line and dime by dime."

The compromise we proposed and worked out with Congress to make this happen also leaves open the door for higher investment that could be considered as part of the annual budget process over the next six years, but which must compete with other priorities. We think that's a fair deal: it honors our commitment to the balanced budget and to other priorities, even as we make new investments in transportation.

The bill authorizes higher funding for every one of our core highway programs. The four biggest core programs, the National Highway System, Interstate Maintenance, Surface Transportation, and Bridges, have \$106 *billion* among them. That's almost as much as the total transportation program of a couple of cycles ago.

The legislation provides \$1.5 billion annually, on average, to be suballocated to urbanized areas, that is a 20 percent increase over ISTEA's levels for our local government partners.

This record investment also is *balanced* investment: there's \$41 billion for transit, \$8 billion for CMAQ, and a record \$1.3 billion for Intelligent Transportation Systems.

Congress answered the President's call to improve the transportation corridors and border crossings, and created special programs to do exactly that. There is \$700 million authorized for them, and states will be encouraged to use their regular federal-aid funds to supplement this.

We have a new federal credit program, called the Transportation Infrastructure Finance and Innovation Act, or TIFIA. This initiative offers a way to pay for large projects of national significance, such as trade corridors, border crossings, freight facilities, and high-speed rail projects. TIFIA will advance capital-intensive projects through direct, or secured, federal loans, loan guarantees, or standby lines of credit.

States also can use funds from state infrastructure banks, or SIBs. SIBs use federal seed capital to leverage private investment through loans and credit enhancement assistance, and are meant to serve as ongoing, revolving loan funds. Under TEA-21, Congress added four new pilot projects to those authorized by the NHS Act three years ago.

All of these programs are important, but as I said earlier, this historic legislation is about more than money. It also reflects our view that transportation is about more than concrete, asphalt, and steel, it's about people, and it's about providing them with the opportunity to lead safer, better, more fulfilling lives.

Deputy Secretary of Transportation Mortimer Downey
AASHTO TEA-21 Implementation Meeting

Most importantly, TEA-21 enhances Americans' safety through campaigns to protect drivers and passengers and to fight drunk driving. There's almost \$600 million authorized for incentives to promote seat belt and child safety seat use. And we're moving ahead to develop advanced air bag technologies that protect children while preserving the lifesaving benefits for everyone else.

Although Congress didn't adopt a national 0.08 blood alcohol concentration standard for drunk driving, and we expect to pursue that at another time, there's a \$500 million incentive program to encourage states to adopt that tough standard. If your state moves that legislation, it's more money for your programs.

TEA-21 also includes continued funding, authorized at \$3 billion, for safety construction, including highway-rail grade crossing improvements.

It establishes simpler, performance-based motor carrier safety programs that give states greater flexibility while cutting red tape.

And the bill supports states working to create or expand "one call" programs to protect pipelines and other underground facilities.

The new Act strengthens proven strategies to protect public health and the environment. In addition to CMAQ, it maintains a range of environmentally-oriented initiatives, such as Enhancements, bicycle and pedestrian programs, and scenic byways, which cost little but yield big benefits in our quality of life.

And this bill offers measures to help reduce emissions associated with global climate change: increased, tax-free employer-paid transit benefits to promote transit ridership and an Advanced Vehicle Program to develop clean, fuel-efficient trucks.

Finally, TEA-21 expands opportunity for all Americans. Following the President's call, it creates a five-year, \$750 million program to improve transportation for lower-income workers and those making the transition from the dependence of welfare rolls to the independence of payrolls.

And it continues the DBE programs that have served us well in sharing the benefits of capital construction.

It also supports expanded opportunity through greater investment in educational facilities and research and technology development.

*Deputy Secretary of Transportation Mortimer Downey
AASHTO TEA-21 Implementation Meeting*

As these examples show, there has never before been a transportation bill which has gone so far in meeting a wide range of national priorities as identified by the President. That's a tribute to the responsible, bipartisan approach Congress took in considering this legislation.

And it also shows that we were listening to what our partners wanted in this bill, that we were willing to put together an integrated package of proposals that would build broad support, and that we were willing to take the initiative in forging the necessary compromises on this bill.

As we work with you to implement this legislation, we will again conduct a series of listening sessions and outreach efforts similar to the ones that helped to produce this bill.

We've already scheduled several: in Portland, Oregon on July 20, in Denver on August 3, in Detroit on August 27, and in New Orleans on September 15. We'll announce additional sessions shortly, together with a series of issue-oriented focus groups. John Horsley, our Associate Deputy Secretary, has the lead on setting up these outreach sessions, and you can call him if you have questions or want to discuss the sessions.

Let me close my comments by saying that we're proud of the partnerships we forged with you during the ISTEA era. We want to continue this cooperation as we implement TEA-21. That's why we're here today. We found that communication is especially important in the complex world we've worked in since ISTEA was passed.

That is why we held hearings on how ISTEA was working when we took office in 1993. In 1996, we again went around the country, this time to find out what reauthorization should include. In 1998, now that reauthorization is reality, we want to get your views, and the views of all our partners, on how TEA-21, and especially its new and amended provisions, can work most effectively.

We look forward to working with your reauthorization steering committee, recognizing that most of TEA-21's programs are unchanged, and they will go ahead rapidly, which I'm sure will be good news, although we're always interested in hearing how we can make improvements.

Where there are new initiatives, such as TIFIA, welfare-to-work, and environmental streamlining, we're going to take the time to listen because, like you, we want to get them right.

We're looking forward to working with you to build the transportation system America needs for the new century, a transportation system that not only improves safety and mobility but which also honors and advances our other national priorities. We've made a great start so far during the 1990s: let's continue, together, into the 21st century. Let's show the world that, as Secretary Slater says, our best days are yet to come.

#####



U.S. Department of
Transportation

News:

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

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ONE DOT CONFERENCE
WASHINGTON, D.C.
JULY 14, 1998**

Good morning, and welcome to this ONE DOT conference. The ONE DOT idea is off to a great start, spurred by the momentum it gains from being a feature of what Congress has named the best strategic plan, and the best performance plan, in the federal government.

These plans, as you all know, were developed with an unusually high degree of participation by nearly 200 DOT employees from all levels, both appointed and career, including some of you. Both Secretary Slater and I have stayed very closely involved in the year-long process which led to their creation.

The strategic plan envisions the future and develops the means for us to get to the outcomes we want for that future. But strategic planning isn't an end in itself. It's worthwhile only if it helps us to think and to act strategically. And having the best strategic plan in government is valuable only if it leads to our being the best *department* in government. So, in the spirit that what matters is outcomes, the most important outcome of strategic planning is not the document -- it's a strategic approach to our work.

The plan we released last fall is based on a long history of strategic thinking at DOT, dating back more than two decades to Secretary Coleman's "National Transportation: Trends and Choices to the Year 2000." Other steps forward included Secretary Adams' surface transportation proposal, the first time DOT offered a comprehensive highway-transit bill, a forerunner of ISTEA and TEA-21, and the National Transportation Policy document by Secretary Skinner, all of which advanced the idea of a coordinated, comprehensive approach to transportation.

The strategic plan issued four years ago under Secretary Peña's leadership was an effort to update this vision for the '90s. And now the Government Performance and Results Act has made this approach a government-wide mandate. Now, with our new strategic plan, we're looking at challenges we'll face well into the 21st century, and giving ourselves the tools and the resources we need to meet them.

In developing this plan's goals, we asked both ourselves and our customers: what forces, what factors, and what trends will be important in transportation? The answers came back loud and clear: demographics, such as the aging population, the globalization of the economy, and the increasing role of computers and other information technologies.

*Deputy Secretary of Transportation Mortimer Downey
Meeting with Department of Transportation Officials*

These conditions aren't just changing our lives, they're "changing change itself," accelerating the pace of transformation. We see this in everything from the World Wide Web to the new 24-hour news cycle to global markets. The pace and intensity of change is evident in our business of transportation: "just in time" freight deliveries have become the generators of America's productivity. They're now spreading to automobile retailing where you'll soon be able to specify the car of your choice and have it delivered almost while you wait.

There also will be more interconnectedness and interdependence, something we see in environmental issues such as global climate change; in capital markets, where our exchanges are rapidly affected by such crises as in the Asian economies; and in health, where air travel has unfortunately made possible the rapid spread of viruses around the world.

Finally, the world is more competitive: The fight for scarce resources intensifies as more and more people, informed by more immediate and more widely distributed knowledge, compete for everything from jobs to resources.

The economist Lester Thurow has put it well: "We've only got two choices in this competitive world, we can lose or we can change." The strategic planning process was an effort to think about the change we need to deal with in light of the enormous implications of these trends for transportation.

The demands on our transportation system in the next 25 years will be enormous. We'll see demand for greater levels of mobility, for faster and more reliable freight shipments, for greater reduction in urban pollutants and in greenhouse gases and a transition away from petroleum fuels -- all of this while reducing the costs of transportation and increasing its safety, its security, and its reliability.

Doing all this, and still keeping in mind the Secretary's vision of a system which provides opportunity and which enables people to reach their full potential, is a tall order. It requires a balanced, integrated, intermodal transportation system, one which more closely reflects how people function in the real world, where results are the most important thing.

Bringing about such a system demands cooperation: as Bob Fisher and Bo Thomas have said, "Today's world cries out for a different, more collaborative, less traditional response to the problems we face." This shift towards greater accountability and towards greater collaboration and integration between the modes *isn't* completely new: ISTEA and the Office of Intermodalism began under Secretary Card, and the integrated metropolitan field offices started under Secretary Peña.

What we're doing now is taking this cooperation to the next logical level, building on those past successes and the strengths of our modal organizations, and developing the "virtual

organization" we need to serve a changing industry and a changing world. The effort to build teamwork, to create ONE DOT, is part of our way that we can change and win.

These efforts are just the beginning. As we get clearer about our goals, we also need to be clearer about how we will work together to achieve them. That's why another key ONE DOT strategy is our FY '99 performance plan, which also has been named as the best in government.

The performance plan helps to set a manageable number of clear and definite goals by which we can measure our progress. It will be the way in which we measure our success and provide accountability to the American people for the resources they entrust to us.

The Secretary and I need your help if we are to achieve our performance goals, and we want you to understand fully what the Department is trying to achieve and how you can help in this process, and, in fact, how the process can help you to achieve your own program goals.

We're asking you to align your programs and your budgets with the Department's strategic and performance goals. We've got to make sure that our day-to-day work, whether it's regulatory, or operational, or grants-making, is directly linked to producing the clear and agreed-upon results that Congress endorsed through their acceptance of the plans. You should find that both your programs and the Department's goals will benefit from the alignment.

And we're asking that, in the spirit of ONE DOT, you build teams not only within your organizations but across the traditional modal boundaries to achieve common goals through better leveraging. For example, the FAA and NHTSA recently worked with Delta Airlines on a campaign to encourage people to use seat belts both on planes and in their cars.

Many of you have served this Department, and this nation, well under several administrations, and DOT's reputation as an outstanding steward of our transportation system is a tribute to your commitment to excellence. Having served under administrations with a variety of agendas, some of you are understandably skeptical when a new Secretary talks about his goals. And so some of you have probably expressed, or at least heard, some doubts about Secretary Slater's ONE DOT concept.

Well, I don't mind that, I'd much rather hear honest doubts than false praise, but I want to make it clear that we don't see ONE DOT as just some trendy idea that's going to fade away once this Secretary's picture goes up on the wall in the 10th floor. ONE DOT, or something very much like it, is here to stay, regardless of who is Secretary or even who is President. It's part of a progression towards greater intermodal cooperation, and intermodalism itself is just part of a broader shift towards greater efficiency and a focus on results.

Although this Department's integration of the principles buttressing ONE DOT is inevitable, our rate of progress towards it can, *and will*, be slowed without your unqualified

*Deputy Secretary of Transportation Mortimer Downey
Meeting with Department of Transportation Officials*

backing, *and speeded up if you agree with the concept.* And if that happens, we'll be more able to work effectively with our partners, and more able to give our customers the service they need. That's what we all want to happen, and so we're counting on you for the support we need.

And, at the same time, you can count on Secretary Slater and me to provide you with the support *you* need. And you can count on your modal administrators, such as Admiral Loy and Administrator Garvey, both of whom are serving fixed terms which extend into the next administration and who will give the ONE DOT concept continuity of purpose and consistency across the Department.

During this meeting we'll hear about ideas and activities already underway in one place or another throughout DOT, activities which show that our staffers understand the concept of ONE DOT and are putting it into practice. Today is when you really get down to work and identify how the concept of ONE DOT, the idea of working better together, can become our daily practice. This is something which only you can do. You're the ones responsible for getting services delivered.

So today, we want to hear what you need to do your job better. By the end of the day tomorrow, I hope that you will have identified some specific steps that you can do in partnership and that will support our joint vision and our ability to work together. I hope we can identify some of the barriers or problems we face to performing as a team and working together to meet our customers' needs, and, even better, offer some ways to break down those barriers.

I also hope we can strengthen our commitment to publicly supporting the future of transportation, through annual events, such as National Transportation Week, and through ongoing initiatives, such as the Garrett Morgan Technology and Transportation Futures Program. We need your leadership to make these happen where it counts: at the regional, state, and local levels and in private industry.

I want to thank you in advance for your contributions during this conference. It's another important step forward in our effort to create the feel and the reality of teamwork which will give us ONE DOT.

Let me close now by offering something as a reminder. Our coins have stamped on them the words "E Pluribus Unum": "out of many, one." It's on the money, and it's good enough for me. That's what we hope to have here at DOT, a collection of agencies with specific missions, with unique histories, and with individual strengths, that recognize that they can accomplish even more by cooperating and supporting each other to better serve the public in the future. Thank you, and good luck.

#####



U.S. Department of
Transportation

News:

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

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
WHITE HOUSE COMMUNITY EMPOWERMENT CONFERENCE
WASHINGTON, D.C.
JULY 15, 1998**

Good morning, and welcome to this session on transportation's role in supporting Empowerment Zones and Enterprise Communities. I'm Deputy Secretary of Transportation Mort Downey, and I'm joined by three individuals who have played key roles in expanding opportunity in Louisville's EC.

Milt Dohoney, operations manager for Louisville's enterprise community; Barry Barker, Executive Director of the Transit Authority of River City; and Doug Kuelpman, Vice President of UPS Airlines, a major Louisville employer and a key private sector partner in the city's EC.

Their affiliations tell us that this EC has seen the potential of involving transportation, both public and private sector, in their economic development plans. They'll be telling you just how this was done within Louisville's EC, one of the stars of our ONEDOT Livable Communities initiative, and especially about their Nia Center. But before they do that, I want to announce two transit grants that continue President Clinton and Vice President Gore's commitment to improving transportation in EZs and ECs.

"As Secretary Slater says, transportation is about more than asphalt, steel, and concrete: it's about people, and about giving them the opportunity to lead better, more fulfilling lives. Transportation alone doesn't solve anything if it doesn't take people where they want to go; economic development can't achieve its promise if people can't get there."

First, we're awarding \$1.8 million to the Greater Cleveland Regional Transit Authority to help extend the Waterfront and Blue light rail lines. The Blue Line extension will improve transit service between the Greater Cleveland National Empowerment Zone centered on Euclid Avenue and suburban Cleveland job centers. Mayor White is here, and I want to take this opportunity to applaud his leadership in making Cleveland a national role model for economic recovery.

We're also awarding \$3.8 million to Florida's Hillsborough Area Regional Transit Authority to purchase buses and build a bus-rail transfer center in Tampa's Ybor City National Empowerment Zone. That's going to help spur economic growth in Ybor City. Sharon Dent of

Deputy Secretary of Transportation Mortimer Downey
White House Community Empowerment Conference

Tampa's transit authority is with us, and I want to congratulate her for showing how transit can help produce opportunities in EZs and ECs.

Now, I want to tell you about those opportunities, about how the Clinton-Gore Administration is using federal transportation programs to help your communities. Our approach is targeted at strengthening communities, so that they become the kinds of places people go to, not just go through.

Last month President Clinton took a big step towards doing this when he signed TEA-21, inside-the-Beltway shorthand for the Transportation Equity Act for the 21st Century. When you ask me where the money is to support your activities, I'm going to point you towards that bill, and I'm going to point you particularly to your state, local, and regional colleagues who control the use of these dollars.

This bill guarantees \$198 billion for transportation over the next six years, much of it in areas that are particularly relevant to ECs and EZs. It authorizes record amounts for transit, \$7 billion annually. The bill also sets aside \$1.5 billion yearly for urban transportation projects on roads, streets, and transit under the plans controlled by metropolitan planning organizations.

We want to make sure that these funds are spent in the best way possible, so we encourage states and communities to establish clear links between local needs and appropriate strategies. To help them do this, we require an inclusive planning process for projects receiving federal transportation funds so that consensus can be reached on what makes sense for each community. TEA-21 further spells out the need to make this process inclusive, especially so that it include users of the system, both passengers and freight.

Another TEA-21 initiative is the Transportation and Community and System Preservation Pilot Program, shorthandly known as Section 1221. It's going to help all of us explore the relationships between transportation, community preservation, and the environment. It will examine how the private sector can help shape such relationships, and how we can draw attention to successes in sustainable development.

In the transportation context, by the way, we define sustainable development as development which emphasizes a high standard of living for today, while preserving the ability of future generations to enjoy the same standard of living. It's a concept that encompasses quality of the environment, a vigorous economy, and social equity. I think those measures match your goals.

Our approach builds on the Livable Communities initiative carried out by several DOT agencies over the past several years, which provided more than \$50 million to leverage nonfederal investment as the catalyst to revitalize urban areas. TEA-21 mainstreams the Livable Community principles so they apply to all of our programs.

Deputy Secretary of Transportation Mortimer Downey
White House Community Empowerment Conference

TEA-21 supports other initiatives that can benefit EZs and ECs which take advantage of them. Following the President's call, it creates a program to improve transportation for lower-income workers and those making the transition from the dependence of welfare rolls to the independence of payrolls.

People can't go to work if they can't get to work, and this program will help them make crucial, transitional links, both transit and alternatives such as vanpools. The President's 1999 budget included \$100 million for this program, twice as much as the Senate Appropriations Committee recommended in the bill they approved yesterday. We hope that the final budget Congress passes will give this vital and innovative program the full \$100 million it needs.

TEA-21 supports other Presidential priorities, such as the DOT brownfields policy Secretary Slater recently announced. We used to discourage reinvestment in polluted properties, and that was shortsighted. We'd often end up spending more on the infrastructure to serve new development that it would have cost to clean up the brownfields.

Now, we're encouraging reuse, including for transportation purposes, for transportation purposes, especially in the core areas well served by existing transit stations, and that's also going to spur economic revitalization in our cities. TEA-21's flexibility will support such efforts.

As Secretary Slater says, transportation is about more than asphalt, steel, and concrete: it's about people, and about giving them the opportunity to lead better, more fulfilling lives. Transportation alone doesn't solve anything if it doesn't take people where they want to go; economic development can't achieve its promise if people can't get there.

We need smart decisions targeted at sustainable prosperity and a sound quality of life, and we in the Clinton-Gore Administration want to give communities the tools they need to make them. Thank you.

#####

**WHITE HOUSE COMMUNITY EMPOWERMENT CONFERENCE
QUESTION FOR DEPUTY TRANSPORTATION SECRETARY MORTIMER DOWNEY
WASHINGTON, D.C.
JULY 15, 1998**

Question:

Today you covered an exciting public private project in Louisville, Kentucky. The Nia Neighborhood Travel and Jobs Center is a transportation project with support services that is a model for other communities. How can other communities develop a project that encompasses programs to help residents find jobs and get to jobs -- how do we get this kind of comprehensive project into the planning process, get it funded and get it implemented?

Answer:

The key is partnership -- between community members -- local officials -- the transit agency -- and planners from the state and the regional Metropolitan Planning Organization.

In Louisville, the community worked together to determine what was most needed in the Empowerment Zone to find jobs -- train for jobs -- and get to jobs. Tomorrow's workshop, "Accessing Transportation Dollars," tells communities how to build partnerships and make projects like the Nia Center a reality.

#



U.S. Department of
Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
FEDERAL RAILROAD ADMINISTRATION YEAR 2000 PROBLEM INDUSTRY DAY
WASHINGTON, D.C.
JULY 20, 1998

Good morning. Let me start by thanking Jolene, Don Itzkoff, and the FRA for sponsoring today's meeting on the Year 2000 computer problem. And thank you all for attending. This is the kind of challenge which can only be met through an industry-wide, indeed, a nation-wide, effort, and I'm glad that you're here to help determine how we can work together.

It's urgent that we do so. Over the past generation society has benefited greatly from the use of computer-based information and communications technologies as tools to ensure safety and efficiency in all we do.

In rail transportation, computers are as pervasive as they are everywhere else. Centralized traffic control, highway-rail grade crossing warning devices, radio and telephone communications systems, and crew management and dispatching systems all depend on a variety of information technology devices, mainframes, PCS, and embedded computer chips.

All of these computer-driven networks contribute to the safe, smooth, and productive functioning of our rail system today, and can generate even greater benefits in the future as we implement automated train control programs and other advances.

However, we face a significant challenge in the Year 2000 problem. The origin of this problem is simple to explain, and it certainly seemed reasonable at the time. Because of limited storage capacity, many computers were programmed to use just two digits to keep track of the date.

Well, that was a good idea at the time, when computer storage capacity was expensive and everyone expected that those computers and programs would have been replaced by now. But the computer revolution took a different turn. We didn't replace one model with another, like a new car or a toaster. Instead, we built on it and incorporated the original programs, much like a colonial house surrounded by additions, but still depending on its original fireplaces for heat.

These systems could recognize a "double zero" date on January 1, 2000 not as 2000, but as 1900. The systems could stop running, start generating bad data, or otherwise begin to misbehave. We're now determining the extent of the problem, but we probably won't identify every possible failure mode.

And that's why we're here today. We're taking the lead in calling you together because, although these systems are typically state and local and private responsibilities, this is truly a matter of national concern.

We can't compel system operators to take the necessary steps, nor do we have the resources to perform universal evaluations and repairs. However, we can, *and should*, raise awareness of the problem, promote the sharing of effective strategies, and indicate that our continued certification of system safety is dependent on functioning computer systems on the railroads.

As part of this drive towards awareness, we're conducting outreach through sessions such as today's. Following up on the President's call, we'll also work with you and other industry and labor associations to get the word out on effective strategies.

We're creating a clearinghouse on transportation and the Year 2000 problem, with information to be made available through the Internet. The Justice Department recently indicated that industry can share information on this problem without raising questions of anti-trust violations.

Last week the President also called for "Good Samaritan" legislation to protect those who do carefully share Year 2000 solutions from liability claims based on the sharing of that information. That should help industries such as this one share information on how to solve this problem.

And we'll also work with the Council and other federal agencies to carry out other steps the President called for last Tuesday, including the "Are You Y2K OK?" campaign for small businesses and the National Campaign for Year 2000 Solutions, which will promote awareness of the problem.

These are only first steps in solving the Year 2000 problem, but they are necessary ones if we're going to prevent costly disruptions and sustain the public support we need for future advances. We're also receptive to your ideas about ways to address this issue.

So let's work together, determine the scope of the problem we face, and then decide on the best ways to solve it. If there are few problems, and I hope that is the case, we can give that assurance to the American people before unfounded rumors and fears have become widespread. We owe it to ourselves, to our citizens, and to the future of the rail industry.

I'm confident that, working together, we can not only solve this problem, but come away from it stronger than ever. Thank you for being here, and I look forward to hearing about your discussions.

#####

(In his remarks, the Deputy Secretary referred to Federal Railroad Administrator Jolene Molitoris, to Deputy Federal Railroad Administrator Donald Itzkoff, and to U.S. Secretary of Transportation Rodney E. Slater.)



U.S. Department of
Transportation

News:

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

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
SAN ANTONIO MODEL DEPLOYMENT INITIATIVE ROLLOUT
SAN ANTONIO, TEXAS
JULY 21, 1998**

Good morning. On behalf of President Clinton, Vice President Gore, and Secretary Slater, I want to congratulate you for making San Antonio home to the nation's most advanced travel technologies. I'm glad to be on this platform with those who represent the state, local, and regional agencies which have made this happen.

We all want this nation to be ready for the 21st century, and the President and Vice President have made advanced technologies a cornerstone of their effort to get this done. Nowhere is this more true than in transportation.

Over the past several years we have worked with Congress to invest more than a billion dollars in intelligent transportation systems, into the research that made these systems possible and in the programs that began their implementation.

Last month President Clinton signed TEA-21, that's our inside-the-Beltway shorthand for the new, \$198 billion highway and transit bill that he and Congress worked on in a bipartisan fashion to ensure our transportation future.

The bill guarantees \$1.3 billion for ITS over the next six years, and it also empowers states and localities to use any part of their regular federal funds for these projects. This puts the resources into the hands of those, like you, who see the opportunity to make smart travel systems a reality across America and have created the partnerships to make it happen.

As in any race, some are farther along than others, and none farther than San Antonio. We're proud to be your partner in this, one of our four ITS model deployment initiatives nationwide.

Over the past few years the core TransGuide technologies are showing real promise, cutting traffic crashes by 15 percent and speeding up emergency responses by 20 percent. Today, you start to build on this progress and its partnership through the model deployment.

The model deployment is adding new technologies, a highway-rail crossing warning system, automatic transit vehicle locators, and the remarkable and exciting LifeLink network which will establish two-way videoconferencing between ambulances and emergency rooms. They will improve safety and mobility throughout San Antonio.

*Deputy Secretary of Transportation Mortimer Downey
San Antonio Model Deployment Initiative Rollout*

More importantly, the model deployment is integrating these technologies with the basic technologies from TransGuide. Separately, these technologies can be good. But integrated, they're much better.

Transit bus location data can give a more complete picture of traffic flow, and, linked to a travel information system, this can give commuters a complete, real-time picture of their options and system operators real-time information on incidents. These are the kinds of synergies we envision our model deployments promoting, the kind of integration we're seeing here. So take a bow, San Antonio, for a job well done!

Now, for your encore. Being the first in anything is not only an honor but a challenge as well. The challenge now is to keep the services running well, to make continuous improvements that reflect the changing needs of the community and advances in ITS, and to serve as a role model, providing information and assistance to other parts of the country as America adopts smart transportation services and as we export these technologies around the world.

By committing to the continued excellence and continued improvement of TransGuide, and by accepting the responsibility to share the experience that comes with a model deployment, you contribute to the prosperity and quality of life not only of your region but also of the entire nation.

We in the Clinton-Gore Administration look forward to continuing our partnership with you as you make 21st-century technologies an everyday reality. Thank you, and, again, congratulations.

#####

TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
SAN ANTONIO MODEL DEPLOYMENT INITIATIVE ROLLOUT: MEDIA LUNCH
SAN ANTONIO, TEXAS
JULY 21, 1998

- * Advanced technologies a cornerstone of the Clinton-Gore effort to ready America for the 21st century. In transportation, more than a billion dollars invested in TransGuide and other intelligent transportation systems. -- part of our defense conversion effort
- * TEA-21: guarantees \$1.3 billion for ITS over six years, and empowers states and localities to use their regular federal funds for these projects. Gives us the resources to make smart travel systems a reality across America.
- * Smart travel now a reality in San Antonio. Proud to be your partners in this, one of just four ITS model deployment initiatives nationwide.
- * Model deployment builds on previous successes by integrating base technologies and by adding new ones: highway-rail crossing warning system -- automatic transit vehicle locators -
- LifeLink (two-way videoconferencing between ambulances and emergency rooms).
- * Call on our San Antonio partners to: keep the services running well -- make improvements that reflect the changing needs of the community and advances in ITS -- and serve as a role model, providing information and assistance to other parts of the country as America adopts smart transportation services and exports them around the world. We in the Clinton-Gore Administration look forward to continuing our partnership.

**SAN ANTONIO TRANSGUIDE MODEL DEPLOYMENT INITIATIVE OPENING
DEPUTY U.S. SECRETARY OF TRANSPORTATION MORTIMER L. DOWNEY
JULY 21, 1998**

Today, San Antonio becomes home to the nation's most advanced transportation technologies as it unveils new services at TransGuide, one of just four National Intelligent Transportation System Model Deployments.

Nationally, these transportation technologies can provide a third of the new highway capacity we need, prevent more than a million traffic crashes annually, and save taxpayers billions of dollars through transit management systems and other improvements to government services. They could return eight dollars in benefits for every dollar we invest in them.

That is why President Clinton and Vice President Gore have made intelligent transportation systems (ITS) a cornerstone of the advanced technologies they are promoting to ready our nation for the 21st century. Over the past several years, they have worked with Congress to invest more than a billion dollars in ITS programs such as TransGuide.

Last month President Clinton took the next step when he signed the Transportation Equity Act for the 21st Century, which will fund highway and transit projects over the next six years. This new bill guarantees \$1.3 billion for ITS, and it also empowers states and localities to use their regular federal funds for these projects. This puts the resources to make smart travel systems a reality across America in the hands of those who can best use them.

Some places are farther along than others, and none is farther along than San Antonio. Over the past few years the core TransGuide technologies have shown what ITS can do for people, cutting traffic crashes by 15 percent and speeding up emergency responses by 20 percent.

Today, San Antonio starts to build on this progress by integrating these core technologies and adding new ones. These new technologies include a warning system to prevent highway-rail collisions, automatic vehicle locators to improve transit dispatching, and the remarkable LifeLink network, which will provide two-way videoconferencing between ambulances and emergency rooms. These technologies will improve safety and mobility throughout San Antonio. Take a bow, San Antonio, for a job well done!

Now, for your encore. Being the first in anything is not only an honor but a challenge as well. The challenge now is to keep the services running well, to make improvements that reflect the changing needs of the community and advances in technology, and to serve as a role model, encouraging other communities around the country to try ITS technologies and creating a new export industry as we apply these technologies around the world.

By committing to the continued excellence and improvement of TransGuide, and by accepting the responsibility to share the information and experience that comes with a model deployment, San Antonio will contribute to the prosperity and quality of life not only of this region but also of the entire nation. We in the Clinton-Gore Administration look forward to continuing our partnership with you as you do so, making 21st-century technologies a reality today.

#####

(479 words)

TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
NATIONAL GOVERNORS ASSOCIATION FORUM ON THE YEAR 2000 PROBLEM
WASHINGTON, D.C.
JULY 23, 1998

- * **The Challenge:** Transportation heavily dependent on computers: networks provide navigational information to ships, operate synchronized traffic lights, track freight shipments. Within DOT, they operate air traffic control, make \$29 billion annually in grant payments to states. Problem not limited to computers: embedded chips in vehicles. (Washington State construction equipment test.)
- * **What We're Doing.** Within DOT, we've adopted the five-step GAO process (awareness, assessment, renovation, validation, implementation). Also making contingency plans -- not just for the failure of our systems, but also for power and communications failures and for failure of systems which interact with ours. 100 percent of DOT's mission-critical systems evaluated, and nearly 60 percent -- 336 of 593 -- are compliant. All will be repaired, replaced, or retired by the deadline.
- * **Partners:** We don't have the authority to order system operators to make repairs nor do we have the resources to make nationwide repairs ourselves. We're acting to raise awareness and promote the sharing of strategies within the transportation industry. Also will cooperate with Y2K Council on "Are You Y2K OK?" campaign and National Campaign for Year 2000 Solutions. Pleased with the interest and cooperation we've seen to date; cause for optimism.
- * **Industry Outreach Efforts:** Four major meetings with aviation industry -- one each with maritime, rail. ITS summit next week. Working closely with state associations: AASHTO, APTA, National Association of State Aviation Officials, National Association of State Pipeline Representatives, state motor vehicle agencies. Transportation/Y2K clearinghouse up after Labor Day.
- * **Advice to States:** The most effective spur to action is senior leadership. The President and Vice President have made clear their expectations to the Cabinet and agency heads. States need the same clear, strong message from governors, and continued senior management followup to make sure that resources are being deployed and that the job is getting done. Together, we'll get the job done.

#####



U.S. Department of
Transportation

News:

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

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
WHITE MOUNTAINS TRAIL NATIONAL SCENIC BYWAYS DESIGNATION
CRAWFORD NOTCH, NEW HAMPSHIRE
JULY 23, 1998**

Thank you, Kathy Laffey, for that introduction, and for your leadership as FHWA division administrator here in New Hampshire. I'm also glad to see Dick Hamilton, who has done such a fine job as Chair of the state Scenic and Cultural Byways Council. I also want to acknowledge the other New Hampshire leaders who are with us today, Commissioner Kenison, Commissioner Thompson, Councilor Burton, Director Taylor.

Last month Secretary of Transportation Rodney Slater announced the designations of 33 new National Scenic Byways across America. One of them is right here in New Hampshire, the White Mountains Trail.

This loop, comprised of several roads in the heart of the White Mountains National Forest, are exactly the kind of roadways that this program was created to protect. The loop is noted for its natural splendor, its cultural and historic richness, and its wonderful recreational opportunities. Riding on such roads proves that getting there *can* be half the fun.

"In safeguarding the White Mountains Trail, we're acting in accord with President Clinton and Vice President Gore's belief that we can protect our environment and our heritage while we support economic prosperity."

In safeguarding the White Mountains Trail, we're acting in accord with President Clinton and Vice President Gore's belief that we can protect our environment and our heritage while we support economic prosperity, a commitment I know you all share.

I join Secretary Slater in congratulating everyone involved in this effort to safeguard a unique part of America's heritage. You can take pride in the knowledge that these designations protect for future generations, in New Hampshire and all across our nation, some of the most stunning vistas and picturesque roadways in America.

Deputy Secretary of Transportation Mortimer Downey
White Mountains Trail National Scenic Byways Designation

This designation is only part of a continuing effort to safeguard an important part of America's heritage. On the same day that Secretary Slater announced the designation of the White Mountains Trail, President Clinton signed the Transportation Equity Act for the 21st Century, TEA-21, to use our inside-the-Beltway shorthand.

TEA-21 guarantees a record \$198 billion of highway and transit investment over the next six years, and it does so within a balanced budget and without a single penny of new taxes. Included in this bill was an extension of the National Scenic Byways Program, and \$148 million over the bill's six-year life to help states finance improvements such as scenic overlooks and tourist information displays.

"The tourism that this scenic byway will generate is going to produce good jobs and sustainable economic development throughout the White Mountains, and that could be the best protection of all for this beautiful region."

This will give New Hampshire and other states the resources they need to make the most of these designations. Preserving roadways like this one and the others in this program is vital not only because they're located in areas that are part of our heritage but because they provide access to our parks and our monuments, our forests, our seashores, and other valued treasures.

They also support tourism, which already accounts for a tenth of consumer spending and serves as a significant engine of prosperity around the country. The tourism that this scenic byway will generate is going to produce good jobs and sustainable economic development throughout the White Mountains, and that could be the best protection of all for this beautiful region.

I'd like to close my remarks now by congratulating you all on a fine achievement. Let's continue working together to protect our stunning vistas and our picturesque roadways so that our children and grandchildren can share the same sense of pride and wonder we had as children, and that, here in the White Mountains, we still have today. Thank you.

#####



U.S. Department of
Transportation

News:

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

**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ITS YEAR 2000 SUMMIT KEYNOTE
WASHINGTON, D.C.
JULY 27, 1998**

Good morning, and thank you all for attending. When I called for this summit at the ITS America meeting in May, I said that the Year 2000 problem is the kind of challenge which can be met *only* through an industry-wide, indeed, a nation-wide, effort. So I'm glad that you recognize this need and are joining with us to meet it.

I also want to thank our guests from other nations. This is a truly worldwide challenge, so it's important that we bring together nations from around the world to meet it. The global economy is only as strong as the weakest of its links, so we want to avoid a major disruption of transportation networks which could have a domino effect on all of our economies.

It's crucial that we solve the Year 2000 problem, because it could disrupt global financial markets, communications and power systems, and transportation. The computer-driven systems that comprise ITS are especially vulnerable, in part because we have elevated their promise as we've promoted ITS's future contributions. For us and for the future of ITS, the stakes are high and the consequences could be devastating.

"Year 2000 problem repairs for ITS are eligible for federal funding... We are giving states and localities access to the resources they need to make those necessary repairs so that their ITS systems will function as well on January 1, 2000, as they did on the day before."

Imagine the disruption if automated traffic signals fail, if buses and trains can't run because transit management systems fail, if cargo backs up at ports or rail terminals because tracking systems break down, or if highway-rail grade crossing signals stop. The delays and the risks to safety are potentially enormous, and this is just in transportation. This is why President Clinton and Vice President Gore have made solving the Y2K problem one of their top priorities over the next 17 months.

Fortunately, as we're all finding, there *is* a solution. The technical fix for the Year 2000 problem is straightforward, but it requires a heavy commitment of resources to evaluate computer

systems, find the problems or verify their absence, and then implement the necessary repairs, including extensive testing.

So the challenge we face really is *not* one of technology, it's one of project management. The deadlines *can* be met if we have the right plan, the right people in place, the right resources available to them, and the right attitude about demanding performance.

Well, the right people for the future of ITS and related services are in this room, we're going to work together today to create the right plan, and we're going to make the right resources available to you.

The Transportation Equity Act for the 21st Century, TEA-21, which President Clinton signed last month, guarantees \$198 billion for highway, transit, and intermodal projects. ITS is eligible for funding from several of TEA-21's major programs, including the National Highway System, the Surface Transportation Program, the CMAQ program, and our transit capital program.

I want you to know that Year 2000 problem repairs for ITS are eligible for federal funding through these programs, just as basic ITS investments qualify. This gives states and localities access to the resources they need to make those necessary repairs so that their ITS systems will function as well on January 1, 2000, as they did on the day before.

I do want to make it clear that we are *not* making new funding available, except to the extent that TEA-21 substantially increased overall allocations. What this does do is to enable states and localities to make timely use of the federal-aid funds allocated to them in ways which help to solve one of the biggest challenges we all face.

Because this is a significant step, we believe it's the first time that federal funds are being made available for states and localities for use in Y2K repairs, there undoubtedly will be many questions, and we'll respond to them quickly.

Recognizing that time is of the essence, we'll also direct our field offices to expedite any necessary reviews so they can give timely approvals for the use of these funds.

I hope that those who determine how these funds are spent, state departments of transportation, metropolitan planning organizations, and our other partners, will do whatever is necessary to keep their ITS systems operating, and will ensure that the necessary resources are made available. If this displaces a project already programmed for 1998 or 1999, well, that project will always have a second chance at funding. *Y2K won't.*

The action we're taking today, in fact, this entire summit, illustrates the commitment that the President and Vice President bring to this issue. As President Clinton said in his address on the

Year 2000 problem two weeks ago, he and the Vice President have directed us to do everything that's needed to ensure that the federal government's computer systems continue running into the new millennium.

At DOT, we've already done the necessary assessment and repair work for nearly 60 percent of our mission-critical systems. We're also proactively ensuring that every new product or service we buy is Y2K-compliant, something that every user needs to do. That's certainly an implied element in the mandate that all ITS investments be consistent with the national architecture.

Every DOT system that performs a function vital to the American people or to the services we provide will be either repaired, replaced, or retired by the deadline. *Period.* Nothing less will be acceptable to me, or to Secretary Slater, or to the President and Vice President.

In his address, the President also talked about how shutdowns of systems operated by businesses or other levels of government could jeopardize safety or the economy's smooth functioning. That is why the President's Council on Year 2000 Conversion also promotes awareness and action at other levels of government and in the private sector.

Through the Council, the President has asked us to reach out to our partners and our customers and encourage them to evaluate their own systems to make any needed fixes. We also want them to put together comprehensive contingency plans if the fixes aren't complete or if systems are affected by other failures, such as power or communications.

These back-ups need to focus not only on the computerized systems but on the bottom-line services they provide. For example, if signal systems fail because of power outages, cities may need to have policemen or volunteers directing traffic at street corners.

And the need to develop thorough repair and contingency plans is why we're here today. We've taken the lead in calling you together because, although ITS systems are typically state and local and private responsibilities, this is truly a matter of national concern.

That is why we're promoting an awareness to action and encouraging everyone to share strategies. We're conducting sessions such as today's for all sectors of transportation. And we're creating a clearinghouse on transportation and the Year 2000 problem, with information to be made available through the Internet after Labor Day.

The Justice Department recently ruled that the securities industry can share information on this problem without raising questions of anti-trust violations. Although the conclusion was specific to that industry, it signals a positive attitude towards information sharing.

The President has also called for "Good Samaritan" legislation to protect those who do carefully share Year 2000 solutions from liability claims based on the sharing of that information. That should help you freely exchange ideas on how to solve this problem without undue concern for liability.

We're also working with the Council and other federal agencies to carry out other steps the President called for, including the "Are You Y2K OK?" campaign for small businesses and the National Campaign for Year 2000 Solutions, which will promote awareness of the problem.

These are only first steps in solving the Year 2000 problem, but they are necessary ones if we're going to prevent costly disruptions and sustain the public support we need for future progress.

Today, I look forward to hearing your ideas about how to address this issue as we create the "steps for action" that we need. And I hope to hear about how you're taking a leadership role, not only in transportation, but in the larger community, as we deal with the Y2K problem and create the contingency plans we all need.

I'd like to ask all of you who are in state and local government to work with your counterparts at home to see that we are as prepared for the Y2K problem as we would be for a national disaster. After all, in the case of Y2K we can at least predict when it might happen.

So let's work together, determine the scope of the problem we face, and then decide on the best ways to solve it. If there are few problems, and I hope that is the case, we can give that assurance to the American people before unfounded rumors and fears have become widespread. We owe it to ourselves, to our citizens, and to the future of the ITS industry.

I'm confident that, working together, we can not only solve this problem, but come away from it stronger than ever. Thank you for being here, and I look forward to hearing your thoughts.

#####

final 8.50

INTRODUCTION OF JOHN KOSKINEN
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ITS YEAR 2000 SUMMIT LUNCHEON
WASHINGTON, D.C.
JULY 27, 1998

Good afternoon. Today we have a special guest: John Koskinen, Chair of the President's Council on Year 2000 Conversion.

The Council oversees the federal government's efforts to ready our information systems for the 21st century, and it's also raising awareness of this challenge at other levels of government and in the private sector.

John is well-qualified for his job, bringing to it an outstanding record in both government and business. He was with the Palmieri Company for 21 years, helping to turn around such troubled companies as Penn Central and Mutual Benefit Life and building a reputation as one of the nation's outstanding corporate restructuring experts.

He also served as OMB's Deputy Director for Management from 1994 to 1997. John and I worked together on issues ranging from regulatory reform to overhauling procurement regulations, and I can attest to his encyclopedic knowledge of government and how it works.

His new job is one of the toughest in government, and so the rest of us are glad that John is doing it. There's no one better qualified to help bring our technological systems into the new millennium, and no one better able to tell us about the challenges we face. Join me in welcoming John Koskinen...

#####

**INTRODUCTION OF CONGRESSMAN DENNIS KUCINICH
GEORGIA COMMISSIONER OF TRANSPORTATION WAYNE SHACKELFORD
ITS YEAR 2000 SUMMIT
WASHINGTON, D.C.
JULY 27, 1998**

Good afternoon. Today we have a special guest: Dennis Kucinich, Congressman from Ohio's 10th District. Congressman Kucinich is new to Washington, having been elected to his first term in 1996. But he's not new to public life.

Starting with his election to the Cleveland City Council at the ripe old age of 23, Congressman Kucinich has held office at the local, state, and federal levels.

He's probably best known for his service as Mayor of Cleveland, when he became the youngest person ever elected mayor of a major city.

As Mayor he showed remarkable foresight, fighting to keep Muny Light, Cleveland's power company, as a publicly-owned utility during a time of municipal financial distress. His courageous stand kept Muny Light public, and that saved the city's rate-payers more than \$200 million.

Later, as an Ohio state senator, Dennis Kucinich sparked an early probe of the state's HMOs that led to health care reforms.

Now, as a new Congressman, he is showing leadership on issues ranging from education to protecting Social Security to the Year 2000 problem.

We're glad that a Congressman with his track record for vision is focused on Y2K, and we look forward to his support as we deal with this issue. Please join me in welcoming Congressman Dennis Kucinich...

#####