

REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ONE DOT DISABILITY FORUM
WASHINGTON, D.C.
NOVEMBER 5, 1998

(Introduction to be made by Kevin Ball, President of DEAF/DOT)

Thank you, Kevin, for that introduction, and for your efforts as President of DEAF/DOT. I also want to thank Gabe Valdivieso, the President of DOT/ADA, and Trish Day, who have both been instrumental in setting up this forum -- as well as in carrying out the study of the Disability Service Center.

I also want to acknowledge the leadership shown by FTA Associate Administrator Michael Winter, who has worked so hard to expand inclusiveness over the past several years here in DOT as he did in prior years in the Bay Area.

This is an exciting day -- our first ONE DOT Disability Forum. I'm glad to have the opportunity to come here and support DOT's efforts to ensure the full participation of all of our employees.

Secretary Slater said soon after taking office that he wanted to make disability issues a key priority. He made that clear when he said -- and continues to say -- that we need a transportation system which is "inclusive in its service" as well as being international in its reach, intelligent in character, and intermodal in its nature.

The Secretary recognizes transportation's key role. It is the factor that allows people with disabilities to fully take part in American life. Enabling people to do that -- and to do so with dignity -- is essential. That's why the effort to promote inclusiveness has taken hold so strongly here at DOT -- and why it's so important.

We know that ensuring mobility and inclusiveness is the *right* thing to do. We have a moral -- as well as a legal -- obligation to make the benefits of public services -- and the opportunities they make possible -- equally available to all of our people. We see this as a civil rights issue.

But we also know that ensuring mobility and inclusiveness is the *smart* thing to do. As President Clinton says, we can't afford to lose the contributions of a single person.

Expanding mobility and participation empowers all Americans to contribute to our economic and social life to the best of their abilities. And only by being more diverse, more representative of the America, can we provide the service the American people deserve.

One of the key ways we must be representative is with regard to disabilities. One in five Americans -- more than 54 million of us -- lives with some form of disability. If you can call such a large aggregation of us a minority group, then that makes disabled Americans the single biggest minority group in the nation.

Moreover, this is a group which any of us can join at any time -- most people are not born with their disabilities, but acquire them through injury, illness, or age.

And that means our efforts to ensure full accessibility for disabled Americans are related to our work to help an aging population remain able to fully participate in life. By establishing these linkages, we can constantly broaden the support for full inclusiveness for all Americans.

We've had significant progress over the past six years. Just this year, we've had a number of efforts underway that benefit people with disabilities, both inside and outside of DOT. Some of our those accomplishments include...

...issuing our long-awaited final rule on over-the-road buses, to help ensure that this critical link of intercity travel is accessible to everyone...

...NHTSA's proposed rule on adapted vehicles, which would recognize the need for specialized -- but safe -- equipment for accessibility in private cars, trucks, and vans...

...taking a lead role on the Department of Labor's Task Force on Increasing Employment of Adults with Disabilities...

...and working together across the modes under Secretary Slater's leadership to establish a DOT-wide Disability Services Center which will provide the accommodations and foster the full inclusion of DOT's employees with disabilities.

And now, this forum. Today's ONE DOT Disability Forum is your opportunity to speak up about the issues that are important to you, as employees with a disability, as program managers, or as people who are concerned with disability issues at DOT.

In your groups today you have the opportunity talk about disability issues that affect you and DOT, and to share ideas which will help us reach our goal of full inclusion.

We've made great strides toward ensuring that all employees can participate and contribute fully in DOT's work, programs and services.

But we can -- and should -- do more. We can be better. We can be a model of full inclusion not only for the federal government but for our partners at other levels of government and in the private sector. You can help us do that.

We remain committed to tearing down the barriers to full participation in American life so we can realize this vision of equal opportunity for all.

I want to thank all of you for the dedication you're showing to making this vision a reality, and I look forward to a report on your thoughts and recommendations. Thank you.

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**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
TEA-21 LISTENING SESSION
PROVIDENCE, RHODE ISLAND
NOVEMBER 6, 1998**

Let me start by thanking you, Governor Almond, for that introduction and for offering your views on transportation and the environment.

We're privileged to be joined by one of the chief architects of both ISTEA and TEA-21: Senator John Chafee. We also have with us Senator Jack Reed, who has rapidly made a strong mark after just seven years in Washington, and who has been a strong advocate of better transportation.

Two years ago, we came to Providence to ask you what ISTEA's successor should look like. Both Senator Chafee and Governor Almond joined us at that session. Now that Congress has passed TEA-21, we're back to hear your thoughts about how it should be implemented.

Today, we're also joined by a number of senior DOT officials, and I'd like to introduce them: Gordon Linton, our Federal Transit Administrator; Bill Walsh, NHTSA's Associate Administrator for Plans and Policy; Captain Peter Popko, Commanding Officer of the Coast Guard's Marine Safety Office; Richard Walker, Director of the Maritime Administration's intermodal office; Bill Vincent, head of RSPA's Policy office; Barna Juhasz, the FHWA's metropolitan planning director; Camille Mittleholtz of the Office of the Secretary's Policy section; Mark McKeon, who leads the FRA's regional office; and Gordon Hoxie, who heads the FHWA's Rhode Island office.

In addition, Jack Basso, our Assistant Secretary for Budget, Gloria Jeff, our Deputy Federal Highway Administrator, and Walter Sutton, the FHWA's Associate Administrator for Policy, will join us later today.

The range of their titles gives you a good idea of how far-reaching TEA-21 is, it affects every single aspect of surface transportation. TEA-21's impact starts with investment: it continues to help us make good on President Clinton's 1992 pledge to rebuild America.

This new law gives us record-level 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."

That lets us invest in the highways and transit systems and intermodal connections we need, even as we honor our commitments to the balanced budget and to protecting Social Security, education, and other national priorities.

And TEA-21's investment is balanced equitably between highways and transit, a commitment to intermodalism and to freight movement which Senator Reed and other members strongly supported during the debate over reauthorization. An innovative finance program authored by Senator Chafee will support up to \$10 billion of new transportation construction, at a budgetary cost of just \$400 million.

But this historic legislation is about more than money, as important as that is, just as 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.

TEA-21 is an important safety bill. It protects Americans' lives through campaigns to promote seat belt and child safety seat use, to fight drunk driving, to make highway-rail grade crossings safer, and to prevent pipeline accidents.

I want to note here Senator Chafee's sponsorship of the new seat belt incentive program, which is already bringing dollars to states that have acted to protect their citizens, as well as his support of a national 0.08 BAC standard for drunk driving, a fight we haven't given up on.

TEA-21 is also an opportunity bill. It helps those moving from welfare to work, it preserves a strong Disadvantaged Business Enterprise program, and it maintains protections for transportation workers.

And TEA-21 is an environmental bill. It strengthens proven strategies to protect public health and the environment. When Senator Chafee pushed for a strong commitment to the environment back in ISTEA, it was a major step forward; we've seen the significance of that commitment in the successes we've seen during the past six years.

So, when proposing the bill which became TEA-21, President Clinton recognized its potential for improving our environment by calling it "one of the most important pieces of environmental legislation that will be considered by the Congress in the next two years."

Under Senator Chafee's leadership, that statement has been proven true. TEA-21 builds on ISTEA's commitment to the environment. It expands the CMAQ program, which cleans our air, and creates a program to develop clean, fuel-efficient trucks.

It expands programs which cost little but which have big quality-of-life benefits, such as transportation and transit enhancements, bicycle and pedestrian projects, scenic byways, and wildflower plantings.

And TEA-21 strengthens the links between our environmental goals and transportation planning and decision-making, especially by enhancing the role of local officials.

These provisions show that we were listening to what you and our other customers and partners wanted in this bill. And we're still listening.

We're proud of the partnerships we forged during the ISTEA era. We want to continue this cooperation, and that's why we're holding these forums on how best to implement TEA-21.

Today's session focuses on TEA-21's planning and environmental provisions, and we want to hear your thoughts on them. Although we're most interested in specific recommendations, we welcome any comments. Now, before our first panel, I'd like to invite Senator Chafee and Senator Reed to give us their views of TEA-21 and the broader transportation issues we face today...

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REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION
OFFICIALS ANNUAL MEETING TEA-21 "REPORT ON PROGRESS" SESSION
BOSTON, MASSACHUSETTS
NOVEMBER 8, 1998

Good afternoon. I'm Deputy Secretary of Transportation Mortimer Downey, and I'd like to welcome you to this session in which we at DOT report on our progress in implementing TEA-21.

I'm joined by five of the senior DOT officials who are most involved in making TEA-21 work: Jack Basso, who was recently sworn in as our Assistant Secretary for Budget and Programs; Gordon Linton, our FTA Administrator; Jolene Molitoris, the FRA Administrator; Ricardo Martinez, NHTSA's Administrator; and Ken Wykle, our FHWA Administrator.

I want to open this session by making some brief comments, having my colleagues speak about implementation in their own areas, and then opening up the floor to questions and comments from all of us.

Tomorrow marks five months since President Clinton signed TEA-21 into law, and I think it's fair to say that we've made more progress in those five months than was made in the first year after ISTEA was passed, even taking into account the newness of ISTEA's programs.

Part of the credit for this certainly has to go to AASHTO and its members. AASHTO and the state DOTs are among our most valued partners, and we've consulted with you on a number of occasions since our first implementation meeting in Dallas back in July.

Your advice has helped to put us on the fast-track to TEA-21's full implementation, and I thank you for that. Let's look at what we've achieved.

We've completed the FY '98 and '99 apportionments, and we've made most of our discretionary grants for both those years.

In fact, about 99 percent of the total highway formula and discretionary funds authorized for these two years are now fully available to states and localities. That's a remarkable accomplishment, and it shows we're on target in one of our responsibilities: getting federal funds out to you on time so you can move ahead with your own work.

We've also issued guidance and regulations for a variety of new initiatives created by TEA-21, such as our Access to Jobs and Reverse Commute program, the Borders and Corridors programs, and the smart growth pilot program.

*Deputy Secretary of Transportation Mortimer Downey
American Association of State Highway and Transportation
Officials Annual Meeting Tea-21 "Report on Progress" Session*

And we're moving ahead in other areas, such as our credit assistance program. We've done a lot of outreach for these new programs, and have received a lot of advice, which we're sorting out now. We hope to finish doing that soon, and issue guidance quickly.

Finally, we're moving ahead with the changes TEA-21 made to make existing programs work better. For example, we recently issued interim guidance which strengthens the CMAQ program.

All in all, we have either *Federal Register* notices, interim final rules, guidance, or fact sheets out covering every area of our highway, transit, and other surface transportation programs.

We'll soon streamline our environmental review and planning processes, in order to move projects ahead faster without compromising the expanded environmental protections and broadened public participation created by ISTEA.

TEA-21 also changed the structure of our research effort, giving greater resources for highway R&D to state and local agencies and academic researchers. We're looking forward to working with you to make the most of these changes, which broaden our research partnership and put much more decision-making at the state and university levels.

Let me close by saying how pleased we are with our progress on implementing TEA-21. We're optimistic that we'll see implementation of all of TEA-21's programs, as well as timely distribution of funding, by the first anniversary of President Clinton's signing it into law.

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...GORDON LINTON, our FTA Administrator...

...JOLENE MOLITORIS, the FRA Administrator...

...RICARDO MARTINEZ, NHTSA's Administrator...

...and KEN WYKLE, our FHWA Administrator.

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Now, I'd like to ask Jack Basso to say a few words...
[Following, in order: Administrators Linton, Molitoris, Martinez, and Wykle.]

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**REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
HARVEST FOR THE HUNGRY EVENT
WASHINGTON, D.C.
NOVEMBER 24, 1998**

*(Introduction to be made by Agriculture Secretary Dan Glickman.
Secretaries Cohen and Riley and a food bank representative also will speak.)*

It's a pleasure to be here on behalf of Secretary Slater, who's on his way to spend the holidays with his family. If he were here, he'd remind us that transportation is important not for what it is, but for what it does: helping people get to jobs, to schools, to markets -- helping all of us to make the most of the opportunities our nation offers.

But, as we celebrate this Thanksgiving season, it's important to remember that not all Americans have full access to these opportunities.

The Americans who've made or are making the transition from welfare to work face what sociologists call a "spatial mismatch": they live in central cities or rural areas, far from the suburbs where most new jobs are being created.

We're doing something about this, carrying out President Clinton's plan to support innovative strategies that get people to where the jobs are.

And, the power of transportation allows us to deal with other “spatial mismatches.” The federal agencies and charitable services represented here have done a terrific job of collecting food for the hungry -- but it’s also important to make sure that food gets to where the hungry are.

To do this, the Departments of Agriculture and Transportation will work together and reach out to nonprofit agencies, railroads, and trucking companies to determine how we can get more donated and recovered food to where it can be used -- and then we’ll implement pilot projects that will make these ideas a reality.

The result? Food that gets to where it needs to go, avoiding waste and helping to feed hundreds of thousands more needy people.

Let me thank Congressman Frank Wolf, who provided funding for this initiative -- Jeff Maskitt (*Mascot*) from his office is with us today.

I also want to thank the transportation industry representatives who will be working with us -- including Jim Granum of Norfolk Southern, Amy Farley of CSX, and Marie Kerner of Amtrak, all of whom are in the audience; along with a number of our DOT staff who have worked hard to put this program together.

Today, America has the strongest economy in a generation and agricultural productivity that is the envy of the world.

We have the resources to ensure that no American goes to bed hungry. What we need to do is to work together to make the most of those resources and help all Americans live better, healthier, more fulfilling lives. Starting today, Agriculture and Transportation are going to do just that. Thank you.

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**TALKING POINTS
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ONE DOT SCENARIO VISION PROJECT
WASHINGTON, D.C.
NOVEMBER 30, 1998**

*(The workshop will be underway when Dani Brzezinska introduces you.
You will speak and introduce the Secretary.)*

- * Thank you, Dani, for that introduction. I'd like to welcome everyone here for this first Departmental gathering as we begin the work that will lead to our FY2000 strategic plan.
- * Let me start by welcoming The Futures Group back to DOT. Following a recent merger, they're part of Deloitte and Touche, but they'll be providing the same expertise as before.
- * I also want to acknowledge the work of the Scenario project core team. I especially appreciate the fine work that they did in preparing the Preliminary Report on Internal Interviews. Would the core team please stand so we can give you a hand? *(Lead applause)*

- * Today's workshop is giving those of us who are working with the FY2000 budget a welcome break from thinking about the passback -- and a chance to look well beyond the year 2000, far into the new millennium.
- * It's important that we do so. This project is carrying out a critical effort for DOT's future: the creation of long-range scenarios about a variety of plausible futures that we can use to stress-test our policies.
- * This all resulted from the 1997 strategic plan's recognition that rapid change and increasing complexity demand not just systematic analysis but also creativity, insight and teamwork.
- * I'm personally pleased that this project reinforces themes the Secretary and I want to infuse into our corporate culture: visionary and strategic thinking, a systems approach to problem solving, and teamwork.
- * The project is vital to the FY2000 update of our strategic plan -- which in turn will drive our performance plans, our budgets, and other functions which have a real impact on our operations.

- * And we have a lot to live up to. You all know that our first strategic and performance plans were ranked by Congress as the best in government. That gave us a solid foundation for our work, and we want to build on it with our next plan.
- * In the process of developing this vision, we're taking the long view of transportation and our missions within that future world -- 20 years from now, building plausible scenarios to use as management tools for testing policies and strategies.
- * Today, we take an important step, using a ONE DOT approach, to identify the mission drivers for the next couple of decades -- during which we'll see changes at least as dramatic as those of the past two decades.
- * Like some of you, I was at DOT then -- and I remember how we were moving ahead with the deregulation of the airline, rail, and trucking industries -- the first movement towards the surface transportation revolution we've seen under ISTEA and TEA-21 -- and transformations to the Coast Guard's missions.

- * That was just two decades ago, and it might as well have been a lifetime ago for the impact those changes have had on our industries and our lives. We'll see similar changes in the future, and we need to be ready for them.
- * As the Secretary has said, we occupy a unique vantage point -- we see the entire transportation system -- nobody else, no other institution, has the same perspective.
- * Each of you can make an individual contribution and together -- at this workshop -- we should capture the full range of opportunities and threats we can expect to encounter in the next 20 to 25 years.
- * Secretary Slater has encouraged us to be visionary -- and we've accepted his challenge -- now, Mr. Secretary, we'd appreciate your thoughts on this project. Mr. Secretary...

(You can stay or return to Room 10234 at 11:40 to hear the work groups report out their priority Mission Drivers. You will close the workshop after the work groups finish.)

- * Thank you for this very interesting presentation on the issues, trends and forces that in your judgment will impact transportation in the next 20 years.
- * As you know, in the next few weeks, the core team will be working to group the drivers in to higher level categories -- called dimensions.
- * From these dimensions, they'll rough out scenarios you will select on January 7 in the new year.
- * The core team will be working for the next three days, and any of you who would like to participate are welcome -- just get in touch with Dani. We'll see everyone else in the New Year.

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