

## Administrator Speeches 2011

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## **Tampa's Streetcar Extension**

**1/31/2011**

I'm really really pleased to be here. It's not because I like to imitate pirates. It's not because it's going to be freezing rain up in D.C. I'm really thrilled to be here to celebrate with the people of Tampa, Hillsborough County for completion of this streetcar extension. This is the kind of investment that the Recovery Act made possible.

The Recovery Act did extraordinary things -- really for public transportation all across America. It created jobs now right when we needed them but it created those jobs on projects that are going to improve the quality of life for economic prosperity for generations going forward.

So really on behalf of President Obama and Secretary Lahood I'm here to say congratulations and keep up the good work!

You know streetcars nationally are making a comeback. A lot of communities are discovering that while streetcars may not be the fastest transportation option, they really do extraordinary things in reviving downtowns and creating the economic development that creates jobs on an enduring basis going forward. Just in this corridor this streetcar line is less than three miles long. It's now been estimated that amount of investment along this corridor has exceeded \$1.2 billion. It's not just about the jobs, that people pointed out that of the folks that constructed this lane, it's also the jobs at every hotel and construction at every condominium, the restaurants and all the businesses in between that's how these investments transform the economy. Now one of the things, that's also worth pointing out is how popular this is in the economic backing, that is the tourism industry.

In the Gasparilla Festival that was just cited that the Mayor talked about, pirates were taking over the town, we're still counting them up. It may be that ridership on the streetcar reached 20,000 folks in just one weekend (applause) and one thing worth noting after reading USA Today this morning that the number of alcohol-related arrests from this festival went down this year thankfully from last year.

The other reality means that many of the celebrants here from Gasparilla, we did not want a rented car on the road and this is an option that connects them to restaurants, connects revelers to their hotels and does it in a safe way that's safe for the entire community.

The Recovery Act did more than just build this project, the Recovery Act by itself provided some \$15 million just for transit in the Greater HART service area in Hillsborough County. It wasn't just about the streetcar it also provided needed funding for a whole new bus fleet. It's improving

paratransit service...it's getting disabled people around the community so they can live as vibrant members of the community.

Actually if you really want to know what the Recovery Act has done for this region I recommend that you go to Kathy Castor's website. I happen to have been perusing that and learning a couple of things that even I didn't know about...the extraordinary investments that the Recovery Act had triggered in this region. I want to congratulate Congresswoman Castor for her courageous vote for the Recovery Act. It really has done a lot to improve the quality of life and create investments that will beat enduring jobs in this area.

I could also say with a smidge of pride that when I first started in government in the late 80's I worked on the Appropriations Subcommittee that was chaired by Lawton Chiles and I specifically was worked on Education funding at the time and at that the time the Education Commissioner in Florida was Benny Castor so I can tell you that Kathy Castor is a visionary leader from a visionary family and you all should be quite proud to have her representing you in the House of Representatives.

Let me also commend Mayor Iorio. We all know that you've been a driving force not just in these investments but similar investments throughout Hillsborough County. We wish you well and understand that you're term-limited but I have a feeling that we'll continue to hear from you no matter what you implied in your endeavors...and to David, he's doing an extraordinary job down here in HART. We worked with David back when he was in LA...he's now been here for four years and he's really modernizing and bringing about a transit system that's looking towards the future.

One of the things I also wanted to emphasize...last week the President in this State of the Union address talked specifically about our challenge to win the future as part of that address chartered three particular types of investments and agenda items that are going to help us win the future. One of them was innovation, one of them was in education and the other one was investing in the nation's infrastructure. I couldn't help but notice that we're standing really right at the nexus of two elements of that goal. Really three elements, all three because right next door as you can see we've got another construction site....workers on the job creating a new learning center for the health sciences in the University of South Florida. The medical services field is going to continue to be an economic growth engine not just in this community but for the whole nation and right adjacent to it we're celebrating an infrastructure investment. An infrastructure investment which like I said is going to serve well the tourism industry...is such a big economic engine to this area and there are many other transit investments that kinda played for this area that will do the same.

Tampa in Hillsborough is unique. It's unique, in terms of the kinds of visits that I do on transit around the country. Because Tampa in Hillsborough is

still growing even during an economic downturn transit ridership in the city and the whole county is still growing.

The challenge is to grow smartly. The challenge is to use the investments that we can partner in at the Federal Transit Administration to do the kinds of services that meet people's needs and get them to work on time, get them home on time and give them the opportunity and choice to use public transportation.

It's a choice that was still critically important for when we hit \$4 gallon gasoline before and God forbid we hit \$4 gallon again it's going to be an important choice for great many people all around the country.

So thank you again for having us. It really is a great day for the city. It's a great day for the county...it's a great day for connecting communities throughout the county and I want to again on behalf of President Obama and Secretary Lahood commend the leadership of all the of the leaders that are brought about on this day.

We've got more investments and more progress to celebrate in the future.

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## **Hawaii DBE Workshop**

**2/23/2011**

### ***Remarks as prepared for delivery***

FTA Administrator Peter Rogoff

Hawaii DBE Workshop

Good afternoon, everyone.

I'm pleased to join you by video today; I'm sure you understand it's not possible for me to be with you in person.

The Department of Transportation's Disadvantaged Business Enterprise Program is one of the most important tools we have for ensuring that America's small businesses and entrepreneurs get the access, training, and technical assistance they need to participate successfully on Federal transportation contracts.

Every small and minority-owned business deserves a level playing field so they can compete for and win good contracts that create jobs in their communities and inspire others to follow in their footsteps—all while helping to rebuild and repair our infrastructure and strengthen our transportation networks.

Now it's Hawaii's turn to show the way.

The Honolulu rail transit project holds the promise to be a great employment engine in the state at a time when new jobs are very much needed. This project will create thousands of good construction jobs and spur new economic development between West O'ahu and downtown Honolulu for years to come.

As the largest Federally funded public works project in Hawaii's history, you have a tremendous opportunity to throw the door wide open to small firms with the talent and drive to help get this project up and running.

This is your chance to become a model for honest, transparent, and effective contracting practices with a strong DBE component.

I urge you, and encourage you, to seize this opportunity and ensure that all DBE-qualified companies—the carpenters, electricians, truckers, haulers, and others—have a chance to participate on this major project.

We're doing our part to ensure this program works better than ever.

Five days from today, on February 28th, a new Federal rule goes into effect that's designed to help more socially and economically disadvantaged

businesses than ever to take advantage of opportunities to participate on Federally funded transportation projects.

This rule reflects extensive input from state agencies, contractors, and the DBE community nationwide.

Let me highlight five key provisions:

ONE: We're strengthening accountability by requiring state and local transportation agencies to include DBEs in their spending plans. DOT recipients who fail to meet their DBE goal in any given federal fiscal year will need to evaluate why the goal was not met, develop a plan to address the causes of the shortfall, and submit the plan to the relevant modal administration. This is a step up from the limited good-faith efforts required in the past.

TWO: We've enhanced our oversight requirements. To ensure that prime contractors fulfill commitments to use DBE subcontractors, state and local agencies are required to monitor each contract and ensure that DBE subcontractors are not dismissed without good cause.

THREE: On certain large, long-term Federally funded capital transit projects, we now have the authority to require our grantees to set a DBE goal over the life of the project. This will increase transparency and flexibility over the life of these projects and expand opportunities for DBEs over several years, in some cases. In the past, we have encouraged this goal-setting, but now we have the ability to require it for all to see.

FOUR: We're offering new tools to foster small business participation on DBE contracts, including a menu of options for recipients to use, such as unbundling large contracts and establishing race-neutral small business set-asides.

And FIVE: To reduce the burdens on firms seeking DBE certification in more than one state, the new rules require states to accept certifications from other states, unless there is good cause not to.

To America's small and disadvantaged business owners, these changes, and others, will make a world of difference.

Making sure the contracting process is open to everyone—big and small—helps ensure that America gets the best possible bang for our buck as we complete important infrastructure projects.

We fully expect our state DOT partners and prime contractors to take these responsibilities very seriously, and do everything in their power to bring these smaller companies into the fold, as appropriate.

At the same time, please know that the Department will take very aggressive action against any individual or company that commits waste, fraud, or abuse under our DBE program.

It only takes one fraudulent actor to taint a very worthy project.

Secretary LaHood and I fully expect that anyone who is aware of any waste, fraud, or abuse taking place on ANY contract to document it and report it to the appropriate authorities.

I promise you, we WILL move aggressively to remove fraudulent parties and we WILL debar any companies found to have engaged in illegal activity.

I want to congratulate all those who have supported the Honolulu transit corridor project.

I especially want to thank Senators INOUE and AKAKA, Congresswoman HIRONO, MAYOR CARLISLE, the Honolulu City Council,

and all the state and local leaders who understand that this \$5.5 billion, 20-mile elevated rail system is not only an engine of local economic growth. . . but a long-awaited opportunity to bring relief to thousands of local workers who suffer long, congested commutes every day from their homes out to Waikiki.

I appreciate that you've all taken the time to gather here today to look to the future of this project, and to all the opportunities that go with it.

This is the kind of project President Obama had in mind when he said in his State of the Union address last month that to win the future, we must repair our existing infrastructure. . . and build new ways to move people and goods that create good middle-class jobs to get our economy growing again.

Thank you for working hard to make this project a success for your local workforce, for the business community, and for the traveling public.

###

## **Sahara BRT Groundbreaking, Las Vegas, NV**

**2/24/2011**

Let's here it for the Rat Pack (applause). Ms. Monroe, thank you for joining us.

And we are very honored to have the FTA Administrator Peter Rogoff here.

Peter, if you want to come out and bring these projects with you...we certainly appreciate it.

And again on behalf of the RTC and the community thank you for joining us today (applause).

Thank you. You can say when we did the opening at the Bonneville Center there were roller girls and big snakes. That was a first for me as FTA Administrator and Marilyn you are also a first for me as FTA Administrator.

Let me say that this is a great day for both mobility and recovery in Las Vegas...in Nevada ..in Clark County.

It's a great day not only because we're going to launch a project that's going to sustain 500 jobs. It's a great day because this project is really going to improve the quality of life for the residents of this community.

It's going to do great things in terms of economic development for the businesses all over along this corridor all the way from Walapei to Boulder Express Way and beyond.

So on behalf of President Obama and Transportation Secretary LaHood I'm really here just to say congratulations on having the outstanding vision to connect your transit services with this critical east-west link.

You know the Recovery Act just created thousands of jobs across Nevada with highway projects, with transit projects with energy projects.

But this project is unique.

The RTC had to compete in probably the most rigorous competition that the DOT has ever had for these funds. We received for the \$1.5 billion, that we had to disperse under this program we had over \$60 billion in applications...we had 1400 separate applications.

But President Obama's team selected this project first and foremost because we knew Nevada very much needed the jobs.

We certainly heard from our friend, Harry Reid regularly on the importance of bringing this to reality. But this is also a visionary project—project that can really transform these neighborhoods and importantly it's not our vision...this project wasn't concocted in Washington D.C.



This project was developed and designed right here in Las Vegas.

What the Recovery Act did is take that vision and turn it into a real project with real jobs and real promise. It's doing what Recovery Act projects are doing all over the country...they're creating the jobs now but they're creating jobs on projects that are really going to improve the quality of life for folks for generations to come.

For those people that want to question whether the Recovery Act is creating jobs ...ask these guys. Ask the hundreds of people who are going to be working on this project up and down Sahara Avenue over the course of the next year. Ask them what that paycheck means especially working in the really punished construction sector right now. Ask them what that paycheck means as far as making rent, paying a mortgage, making a car payment, buying clothes for their kids in school.

And importantly, one of the things bus rapid transit systems do...is they provide safe, clean and reliable transit and I really want to emphasize that word reliable. At the peak of rush hour in the afternoons along this corridor, this traffic here estimates to go down to about eight miles per hour.

That's not a reliable way to get around.....that doesn't give a kid comfort to know that mom or dad are going to be there to pick them up. The difference between that kind of transit and having designated lanes with signal priority that's going to guarantee these buses a green light at just about every corner.....that's reliable transit.

It's the difference between knowing that you're going to get home to supervise homework or not. It's the difference between knowing that you're going to be able to get home in time to have dinner with your family or not. These are real quality of life issues for the residents all along this area.

Also, quite frankly in this economy reliable transit means the difference between keeping a new job or not. No employer is interested in a worker who can't get to work on time and know that and know that they can get there reliably.

And when you're trying to get a new job, as so many folks around here are, and they want to keep that job they need to know that they're going to be able to get there on time and also get home on time.

So that's the difference that bus rapid transit makes and like I said it's going to do a great job in connecting the investments we've already made in transit in this area. It's going to connect with the downtown express service...it's going to connect with the Boulder Highway Express Service ... it's going to connect with the monorail.

So importantly, I just want to say how appropriate it is to be up here on this stage celebrating a Recovery Act project with Senator Harry Reid. Before President Obama honored me by nominating me to be the Federal Transit

Administrator I worked on the staff of the Senate Appropriations Transportation Subcommittee for 22 years.

And during that time I had the privilege of witnessing what a fierce advocate Harry Reid is for the transportation needs of Nevada.

Importantly, it's not just about the transportation needs of Nevada, he's also a fierce advocate for the transportation needs of the transportation investment across the United

States when he served as Chairman of the Environmental Public Works Committee, when he served as Majority Whip and now as he's serving as Majority Leader.

Just a few weeks ago many of you heard President Obama articulate in his State of the Union message, a vision...a bold vision for winning the future through investments in education and innovation and investments in infrastructure. There are just the kinds of projects that he's talking about.

Taking hard-earned tax dollars and investing them right here at home and improving our quality of life. He's going to put forward a six-year comprehensive reauthorization bill that's going to set the path for transportation spending, highways, transit... rail systems for the next six years.

That bill is going to have to report out of four separate committees in the Senate.

When they all go to one place...they go to that man's desk and he's the one that has to get them through the whole senate and help us make progress. I can tell you as residents of Nevada should take great comfort that Harry Reid is going to be there to make sure that bill is crafted in a fashion that works for Nevada.

We, in the Obama Administration take great comfort in knowing that Harry Reid is going to be there to help us get that legislation over the finish line.

So your fortunate...we're fortunate...the people of this corridor is fortunate.

It's a great day for mobility along the Sahara Corridor.

Thank you very much (applause).

###

## Central Corridor FFGA Ceremony

***Peter Rogoff, FTA  
St. Paul, MN***

**4/26/2011**

This is a great day for the Twin Cities.

This is a great day for Minnesota.

It's a great day for thousands of Minnesota construction workers still looking for a steady paycheck.

It's a great day for thousands more Minnesotans that will be looking for ways to spend less of their paycheck at the gas pump.

As President Obama's Federal Transit Administrator, I'm here to tell you that the Obama Administration is thrilled to be your partner in this project.

With the signing of this grant agreement today, the Obama Administration has committed to awarding nearly \$480 million dollars—half the total cost—to help Minnesota build the single largest public works project in its history.

You should all be tremendously proud of this accomplishment.

I want to thank the state and local leaders who have worked together to help make this vision a reality, including:

- Gov. Mark Dayton
- Senators Al Franken and Amy Klobuchar
- Congressmen Betty McCollum and Keith Ellison
- Mayor Coleman and Mayor Ryback
- The commissioners of Ramsey and Hennepin Counties; especially Peter McLaughlin and Jim McDonough
- Metropolitan Council Chair Sue Haigh.

I especially want to thank the community leaders and advocates that have fought and scratched and clawed to make this an even better project than it was three years ago.

Secretary LaHood and I were very pleased to come to St. Paul last year and announce that we were reversing a Bush Administration rule that was keeping three stations in the heart of the African-American and Asian-American community from being built.

The residents and community leaders showed us in the starkest terms that the old policy meant that the certain communities were literally going to watch the train enter their community and leave without stopping.

Today, as a result of their efforts, we have a much better project – one that is going to serve all the people of the Twin Cities. And we are going to have better projects across the country as well.

Thank you for your commitment and perseverance.

As you well know, for the last 30 years, people have been questioning whether the Twin Cities would ever be connected by rail.

Today, 30 years of uncertainty and doubt comes to an end.

And this breakthrough commitment from the Obama Administration couldn't come at a better time.

The Central Corridor light rail line is going to be an economic lifeline for hard-working families and students throughout the region, generating over 570 jobs last year. . . with over 3,000 jobs in construction and engineering, still to come.

We are talking about good, family-wage jobs, right now when we need them most.

This project is also going to be a tremendous boost for the 1,000 or so small businesses that line the corridor along Washington and University Avenues. . . from the Gremlin Theatre, to Red House Records, to all the restaurants, art facilities and nonprofit organizations in the neighborhoods along the corridor.

After the construction is done, you are going to see development along this corridor that is going to mean thousands of more jobs – enduring jobs that will mean an even more vibrant economy for the generations to be served by this rail line.

Whether your destination is the Metro Dome, the University, State Capitol complex, the Target, or the Goodwill consignment store, light rail is going to take you there.

And every time you take light rail instead of your car, you are keeping gas money in your wallet rather than giving it away.

The Obama Administration is determined to help control skyrocketing gas prices by lowering our dependence on oil.

And a key component of President Obama's plan is give consumers real choices – choices like light rail and more regular and reliable bus service.

The President has said that there is no silver bullet to bringing gas prices down right away. But his plan to lower our dependence on foreign oil has, at its center, the goal of giving the American people real choices – choices that will keep gas money in their pocket.

For some families, it will be driving a more fuel efficient vehicle as a result of our raising fuel efficiency standards.

For others, it will be driving one of the new fully electric vehicles that are just now being deployed.

For a great many of us, it's going to be riding projects like the Central Corridor - made possible by our Federal commitment of \$480 million. It's going to be riding clean and reliable bus service made possible by the increased transit funding President Obama has put in his budget.

What all these policies mean for us is fewer trips to the gas station, and more of our money going to our daily needs rather than to the oil companies.

So this project is about a lot more than just mobility along University Avenue.

This project is at the center of what President Obama was talking about in his State of the Union Address when he talked about winning the future through investments in our infrastructure.

Even in an age of austerity, we must continue investing in more and better ways to connect people with jobs, with school, with health care, with housing, and all the other things that improve your quality of life and prepare the next generation for success.

That's exactly what the Central Corridor project will do.

The Obama Administration is proud to be your partner.

We thank all of the other partners for their leadership in making this day possible.

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## **Montano Intermodal Center - Albuquerque, NM**

**5/17/2011**

### Remarks at Montano Intermodal Center (MP3)

Good morning. It's really great to be here in Albuquerque. You know, the Obama Administration is committed to helping people save money at the gas pump. And projects like this one, the Montano Intermodal Center, is one of the ways we do it.

Projects like this are going to give people transit services that are really workable for their daily lives, that are really going to connect them from where they are to where they want to go.

Transit in Albuquerque has really been a success story. You know, I've reviewed some statistics before I came here. Ridership in transit in Albuquerque is more than doubled in the last decade. It's been up more than 35 percent in just — [applause] We'll take applause for that. Bus ridership has been up over 35 percent in just the last 5 years, and up almost 8 percent in just the past year. And I'll be willing to bet that's accelerating even forward as gas prices creep up to \$4 and \$5.

So today I'm here to announce a 6.7 million dollar grant where we're giving the tax payers in New Mexico some of their money back to improve their quality of life and help save some money at the gas pump. When this facility is fully built out, you're going to see a connection between the rail service, 8 new bus bays, places to park bicycles, and Wi-Fi. When you talk about the ability to leave for work a little later and get home a little sooner, having Wi-Fi, being able to do email during your commute... those are the kinds of things that make transit a workable option for people. And when transit is a workable option, it means filling up your tank maybe once every two weeks or every three weeks than every 3 days to a week. Think of the money that that is going to put in peoples' pockets, especially now.

One of the reasons that we've been so successful in being able to launch expanded transit here in New Mexico is having great partners. You know, we have to go to congress for every dollar that we can put out for projects like these across the country. Congressman Heinrich has been a real leader in helping us move forward. In supporting the Recovery Act, the Recovery Act provided thousands of jobs and improved transit right in this immediate area, including all across New Mexico. Funding for my agency surged some 80 percent under the Recovery Act and we put a lot of people to work and we saved jobs in a lot of transit agencies. And what that initiative did was not just produce jobs, but it also produced jobs on projects that are going to improve the quality of life for people. That's what President Obama is talking about when he says even in a time that we absolutely must reduce the deficit and the debt, we need to make some investments in ourselves.

We need to make some investments in our kids. We need to make some investments in our future, so that when we fully pull out of the recession, we're going to be a more prosperous New Mexico, we're going to be a more prosperous United States. Congressman Heinrich gets that vision. He's been a great partner in what we've been trying to do to improve the quality of life for people in this region.

I also want to thank Mayor Berry for inviting me out here. The Mayor came to my office in Washington D.C. and started talking up a vision for improved bus rapid transit here in Albuquerque. And I think it has, as I said, great upside potential, given the ridership growth we've seen, given where gas prices are heading, and given what the opportunities are for growth in this region. Bus rapid transit is a very cost-effective way of moving people more rapidly, giving them real choices that work for them, where they know the bus is going to come every 10 minutes. They buy their fare before they board the bus. They provide all kinds of connections to the Rail Runner service, the Rail Runner that's going to pass through right here.

I was really struck by some of the statistics of how many people in this region, given the price of houses and the price of rent, work in Santa Fe and live here in Albuquerque or even as far as Belen. Think of how long that commute is in a car or a truck, and think of what the gas prices and the gas bill is to make that commute. Compare to taking a bus to rail service when you can sit back, relax, and also know you're going to get home in time to spend time with your family, supervise homework, have dinner as a family, and really have a better quality of life. That's what we're trying to do when we partner with the Congressman, when we partner with the Mayor, to launch better transit here in Albuquerque. So I'm really glad to be able to tour around and see all the progress. And like I said, deliver some 7 million dollars back in New Mexico tax dollars to this region for better transit service. Thanks a lot.

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## **APTA Expo & Conference Opening Session - New Orleans, LA**

### ***Excerpted Remarks Delivered by Peter Rogoff, FTA***

**10/3/2011**

[Audio of Administrator Rogoff remarks (Windows Media)]

Thank you. It's good to be here. It's great to be in New Orleans.

I just want to say how great it is to be here in New Orleans. The last couple of times I've been in New Orleans – two times ago – I was down here with a delegation of Senators, House Members, and Congressional staff coming right on the heels of the disaster that was Katrina.

And this was a city that was truly flat on its back.

And as many of our hosts reminded us today, this city has really picked itself up one knee, one ankle, one foot at a time and has stood up. And it's been an inspiration to all of us.

Really the challenge that Katrina presented to this city writ large is the challenge that many of our transit agencies face writ small: A combination of a tough resource environment, a very tough economy, and we are together as an industry going to continue to pick ourselves up and thrive again.

So I think New Orleans is precisely the right venue for us to meet here today and derive some strength from their inspiring success.

I also want to congratulate the new leadership of APTA. Obviously we are feeling the great loss of Bill. Bill has been a great ally for the last 15 years for all of transit, a great ally for me for the last two and a half years. But what Bill's great strength was as a spokesperson for transit was that he was someone who came out of the industry knew that when he had to face potentially a hostile member of the House, a hostile Senator, a hostile administration. He wasn't just there to speak Washington-speak, he was there to speak for the transit riders that instead of having to wait 20 minutes for a bus, were going to wait 40 minutes for a bus, or worse still, they were at risk of losing that bus service entirely.

I know that Mike Melaniphy, as someone who comes out of the industry, also knows this. And, if he continues to derive his message – not from all the inner beltway jabber – but from the experience of knowing the challenges that face the agencies he represents, and most importantly, the riders that they serve, APTA will be very well served in the future.

Let me say something about Gary Thomas. I am very thrilled to be able to work with Gary Thomas over the course of the next year. Gary represents a



dynamic that we are seeing in cities that are deploying new transit all over the country. As Gary pointed out, Dallas now has the most miles of light rail of any city in the country. (applause)

Gary has done this in a city where many said it couldn't be done. Many people said that if you build it they wouldn't ride it. Many people in his variety of municipalities in and around Dallas didn't want to pay for it.

Many of those people who voted 'no' are now haranguing Gary on a weekly basis wanting to know when their service is going to come. When is their community going to get served?

We are seeing this in a great many cities across the country. When I deal with people who are trying to build out new systems I say, "Get that first line up and running." And when the public and the body politic see the success of that line, everything will change.

And we continue to see that, even in those difficult economic times.

Now it's my great pleasure to introduce someone who wanted to come and join us today but couldn't.

If you'll be patient with me just a moment I'd like to introduce a video from Secretary LaHood. View the [Secretary's video](#). Read the [transcript of Secretary's video remarks](#).

The reason why Secretary LaHood couldn't be with us today is because he is moving around the country, as many of us are, talking about the urgency of passing the American Jobs Act now.

Let me leave you with one final and perhaps the most critical observation. When I gave my first speech to APTA as FTA Administrator, I told you that how we performed in putting the Recovery Act dollars to work would influence how we were treated in reauthorization every subsequent funding battle thereafter.

And that has proven to be true. We got billions of dollars on the street rapidly, putting people to work, putting them on eligible projects, shoring up the capital needs of our industry. And, we did it rapidly, by the rules and within all the statutory deadlines.

As you know the reward for good work is often more work. And that's what we have now with the opportunity with the American Jobs Act. A much smaller spending package, the President is proposing \$9 billion in additional funding for Federal transit in a single year.

When President Obama gave his joint session of Congress speech on the economy and the Jobs Act, I had the great pleasure of sitting in the gallery and I listened to our President speak before all Members of Congress in the House and Senate and talk specifically about the need to invest in public

transit and he specifically used the example of one transit solution that we need to get moving on in the City of Houston.

Also at that very same speech, in the First Lady's box, Michelle Obama hosted a transit worker, someone who was about the business of working for the private sector building the Denver P3 projects. A guy who has three adopted children, been out of work for over a year, and through public investments had stabilized his family's finances working on project that's going to improve the quality of life for people in greater Denver for decades to come.

I've only been at this, dealing with the transportation funding fight, since 1989, but you tell me, you tell me the last time you remember a President standing before a joint session of Congress talking about the critical need of investing in public transit. I can't remember one.

You know, there are some people in the FTA who observed, for a small agency, frankly the word they've uses is "spooky." It's kind of spooky to have our efforts be at the center of the President's recovery agenda.

But this is a period of great opportunity for us. And, it's a time when no one can sit on the sidelines. Now very competing visions for where federal investment in transit needs to go right now in Washington, D.C. We have a certain series of policy makers who want to cut our initiatives by 35 percent in a single year.

We have a budget from the President of the United States that wants to double FTA's budget in a single year and on top of that without any federal match - without any non-federal match - recognizing the conditions that transit agencies are in -- put another \$9 billion to work rapidly so we can put Americans to work, improving our service, shoring up our reliability, avoiding service reductions, avoiding layoffs.

If you have a view on that vision, you, in concert with APTA, need to be heard. We need your help as the Secretary said.

This is no time to sit on the sidelines.

If the President of the United States can go before your Congressman and your Senators and make the case for investment in public transit, surely you can do the same thing.

Thank you for your time. I look forward to visiting with you in the next couple of days.

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## **Fitchburg Small Starts Project Construction Grant Agreement (PCGA) - Boston, MA**

### ***Excerpted Remarks Delivered by Peter Rogoff, FTA***

**10/24/2011**

[Audio of Administrator Rogoff remarks (Windows Media)]

Thank you.

And on behalf of President Obama and Secretary LaHood, I want to congratulate everyone along the Fitchburg line.

We're here today to celebrate a \$75 million Federal investment in a much broader program to improve the reliability of the Fitchburg line—the worst performing line in MBTA's commuter rail system.

But the fact is, we should be doing a lot more than this \$75 million for the Fitchburg line.

And we can do a lot more if Congress would pass the American Jobs Act.

The American Jobs Act, by itself, will produce \$382 million in additional Federal funding just for transit in the Commonwealth of Massachusetts.

\$315 million of that will go to the MBTA.

And that would allow us to do for the Haverhill line, what we are doing today for the Fitchburg line, to improve the reliability of service for the people in those communities.

It would allow us to improve the cars that people ride on the Red Line and the Orange Line; to improve the quality of the bridges.

We know the needs are out there.

The MBTA, by its own estimation, has an unmet capital need of more than \$2.5 billion just to maintain the system as it is today.

And if Congress would get off the dime and pass the Americans Jobs Act, we could get almost \$3 billion into the Commonwealth to address that need tomorrow and put thousands of Americans to work.

We know the needs are out there and we know the jobs can be produced.

We learned with the American Recovery and Reinvestment Act that these initiatives create jobs.

It's not an issue for economists to debate. It's a known fact. And if you go to the Recovery.gov website and click on any part of America, you'll see

precisely the projects and precisely the jobs that we created with the Recovery Act here in Massachusetts.

We're going to have the exact same performance in creating jobs through the American Jobs Act. Congress just needs to pass it.

Let me just mention also, you people are extraordinarily blessed to have leadership like John Olver and Niki Tsongas representing this community, and the neighboring communities.

They know that reliable transit is the difference between getting home to see your kids and have dinner and supervise homework, or not.

It's the difference between getting to work on time, or not.

And who in this economy tolerates employees that can't get to work on time?

I'll let her tell the story, but Congresswoman Tsongas has an interesting tale to tell about when there was a delay on the system of some 40 minutes and she happened to be at the Acton station.

And the kind words she heard from her constituents about being 40 minutes late that day.

If we pass the American Jobs Act, we can improve the reliability of this system just as we are on the Fitchburg line.

We could do for the Haverhill line, for the Red Line, for the Orange Line, precisely what we are doing for Fitchburg.

Congress needs to pass the Jobs Act now!

Thanks very much.

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