



Speech

Remarks prepared for Delivery by

Deputy Secretary of Transportation Mortimer Downey

for the

**Federal Aviation Administration's
Reinvention Recognition Celebration and
Administrator's Reception**
Bessie Coleman Conference Center, 3RD Floor
Tuesday, August 24, 1999
8:30 - 11:30 am

Thank you, Jane, and good morning everyone. I also welcome Susan Valaskovic (Deputy Director, Partnership for Reinventing Government). I'm glad you could join us in noting the progress that the FAA is making.

It is a pleasure to be here today to celebrate the successes of these extraordinary FAA teams as we work to improve efficiency and service to achieve results for our # 1 customer -- the American people.

This is something we have been at for a number of years -- it is an important journey -- one that Vice President Gore has ably advocated and led. We have called this journey "Reinventing Government."

The government is now as small as it was when John F. Kennedy was President, even though it's doing more and having greater impact. The FAA, like most other Executive Branch agencies, is doing its job with limited and often fewer resources, but with positive results. DOT has seen reinvention and successes in every mode, but Secretary Slater and I have recognized the significant progress the FAA has made in its reinvention efforts -- doing its job better, getting results that demonstrate they care about aviation security and safety.

In 1996, under the leadership of Vice President Gore, the White House Commission on Aviation Safety and Security proposed a number of concrete recommendations to ensure the U.S. aviation system remains the best and safest in the world.

For example, the Commission proposed a safety goal of reducing the aviation fatal crash rate by a factor of five within 10 years. That is now the federal government's primary aviation goal, and the Department of Transportation is working in partnership with the National Aeronautics and Space Administration, the National Transportation Safety Board and the aviation industry to meet that challenge.

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Because of the leadership provided by President Clinton, Vice President Gore and the Congress, the security measures recommended in the Commission's report are underway. Already, the FAA is deploying high-tech explosive detection systems in the nation's airports, training teams of bomb-sniffing dogs, hiring new security and hazardous materials agents, and preparing new rules to verify the backgrounds of airport employees and certify the people at our airport checkpoints.

Greater efficiency is another important Reinvention Goals for the FAA, one that will also support greater safety and security. The reinvention teams we are recognizing today have contributed much to achieving greater efficiency. I'd like to highlight a few more examples of the excellent work that all teams – teams that include management and other participants, have completed:

In this age of rapid change and new technologies, particularly computer technologies, we need an acquisition process that is efficient, flexible and cost conscious. Congress agreed with us on that need when they endorsed acquisition reform. To achieve that goal, the Acquisition Management System Reform Team, under the leadership of Steve Zaidman, Associate Administrator for Research and Acquisition, developed a new acquisition management system which is reducing the time it takes to acquire air traffic control and other equipment and services by 50 percent and the cost by 20 percent.

Today, we honor the Space and Air Traffic Management System team for its work with other agencies and organizations to integrate commercial space launch and reentry operations into the existing air traffic management system. Truly, this team is looking to the next century to be ready to offer the services that will be needed.

Travel reform is a natural focus for an agency as geographically spread out as the FAA and in this area, you have revamped rules, giving greater flexibility to employees while holding down costs. The Travel Reinvention Team, under the leadership of Carl Schellenberg, Assistant Administrator for Financial Services, has saved the FAA and the government approximately \$5.9 million in FY 1998 alone due to travel reform. And, congratulations to the Aircraft Shuttle Team for its efforts in developing a contract air service plan between Washington, DC and the Technical Center in Atlantic City. In its first year of service, the shuttle saved more than \$700,000 and transported 4,170 passengers. I've taken it myself, and it is really the way to go.

By focusing attention on achieving results, the Reinvention Teams here today have made real progress improving safety, system efficiency and saving money for the taxpayer. We're all proud of these achievements and many more that have won FAA its 13 Hammer Awards from the Vice President.

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Jane mentioned the FAA's partnership with NASCAR to encourage airline maintenance technicians to continually upgrade their safety education. Well, we have other partnerships with NASCAR, that cut across modes and are great examples of why thinking as One DOT makes sense.

In March of 1998, we began a partnership with NASCAR race car drivers to help us get the message out that "Buckling Up Saves Lives." Top NASCAR drivers have appeared in public service announcements, created by our National Highway Traffic Safety Administration, to promote the increased use of seat belts.

NASCAR is America's fastest growing spectator sport and getting highway safety messages out to fans on television, radio and at racing events may help influence people to become safer drivers.

Last, but certainly not least for Jane and I, we can now say with confidence that all air traffic control systems, both mission critical and non-mission critical, are fully repaired and Y2K compliant. Wow, what a relief! We are all glad about that!

I want to congratulate Jane, Ray Long and everyone who worked diligently to make sure that all systems are go for the Year 2000 date change and that they will stay that way. As you may know, Jane and Ray will be flying on New Year's Eve to demonstrate that we are confident that doing so will be safe on January 1, 2000 and beyond.

We will take some time in the near future to note this achievement more fully and with more participants, but it is for me a real example of what a focused agency can do.

I applaud FAA's contributions and thank you for inviting me to celebrate these accomplishments. At the same time, I challenge the FAA to continue its Reinvention Journey and look for still more opportunities to improve safety, efficiency and service.

America has the safest skies in the world, but an unprecedented increase in air travel is projected in the first quarter of the 21st century. The public wants and expects a safe and reliable aviation system that has the capacity to meet this challenge. And, the public knows who is responsible for that.

We want to see the legislative steps that will support your initiatives and make ever more progress possible.

With the kind of commitment and dedication we have in the Reinvention teams being honored today, I am sure that we can create an even safer and more efficient aviation system for the new millennium.

Thank you.

Remarks Prepared for Delivery by
Deputy Secretary of Transportation Mortimer Downey

Before the

U.S. Coast Guard Auxiliary National Conference

Thursday, August 26th, 1999, 9 am
Omni Rosen Hotel, Orlando, Florida

Thank you, Commodore Tucker, and good morning everyone.

I feel right at home speaking to Coast Guard Auxiliarists. When I was young, we counted on the Auxiliary to tow us in when our sail boats capsized on ~~the~~ Long Island Sound. ^{So} ~~Therefore~~, I have some ^{first-hand} knowledge of the work you do – on a volunteer basis – to ensure that our nation's waterways and ports are safe, secure and efficient.

The Coast Guard Auxiliary – Service Excellence

Since 1941, you have helped patrol America's coasts and harbors. Today, you are 35,000-strong and you teach over 500,000 students in boating and water safety each year. Your efforts have saved save almost 500 lives per year while saving taxpayers hundreds of million of dollars.

While your duties were expanded by Congress in 1996, your primary mission continues to be recreational boating safety.

Today, the Auxiliary is made up of 1,200 flotillas from Maine to Guam, and you are all full-fledged partners of Team Coast Guard -- along with regulars, reservists and the Coast Guard's ~~fearless~~ ^{Families and} retirees.

In 1998 alone, you:

- Saved 445 lives.
- Helped 12,760 people
- Offered 139,806 marine exams.

On an average day, the Auxiliary will assist 56 boaters in distress, educate 594 people in recreational boating safety and marine environmental protection, and save the life of one recreational boater.

The Auxiliary also provides invaluable operational and administrative support to many of our local Coast Guard units and takes part in Search and Rescue operations. You conduct a public education and communications program to get the word out about boating safety and marine environmental protection.

This is service par excellence, and Americans are truly fortunate to have such an outstanding organization as the Coast Guard Auxiliary.

Future Challenges

While the Auxiliary continues to grow, so do the challenges ahead.

As many of you know, the number of recreational boaters is increasing each year. By 2020, the number of recreational users is expected to grow by more than 65% to over 130 million. Ensuring the safety of all of these craft – large and small, conventional and unconventional – ~~will be not an~~ easy task.

is no

It's an even greater

~~This is a~~ major challenge because every year, many first-time boaters get out on the water with little or no safety instruction. And we have an increasing number of personal watercraft mixing in with other boaters, sometimes creating a dangerous situation. Seven out of ten boating accidents are caused by human error, and 85% of boating fatalities occur on boats where the operator has no education.

Education is truly one of the keys to making our waterways safer, and we rely on auxiliaries like you to help us with that effort.

Secretary Slater and I recognize the value of your volunteer service. We estimate that the Auxiliary -- with over 2 million volunteer hours -- provides over \$35 million worth of service per year. Secretary Slater, Admiral Loy and I will work with the Congress and others to ensure full and adequate funding for the Auxiliary. Your work is too important and deserves our support.

On a related note, I'd like to talk to you for a moment about the current debate over the projected federal budget surpluses you heard and read so much about lately.

Today, because of our strong economy and projected Federal budget surpluses, we have an opportunity to make improvements in transportation, safety and many other national priorities that contribute to the quality of life for all Americans. But, the current Congress is threatening to nix this opportunity by spending the surplus before we it's even in the bank with a risky tax cut scheme.

Middle and working class Americans would see little benefit from the tax cut proposal that Congress is planning to send to the President, and the proposal would do nothing to strengthen social security or to strengthen and modernize Medicare.

The Clinton Administration also wants to reduce taxes for Americans, but at the same time we want to continue along the path of fiscal responsibility that would eliminate the national debt by 2015.

The President's budget plan would use the surplus to strengthen Social Security and Medicare, including modernizing Medicare with a long-overdue prescription drug benefit.

The plan would provide targeted tax cuts for child care, long-term care and would help middle-income Americans save for retirement. While providing for military readiness, the plan strengthens investment in domestic priorities like education, law enforcement and the environment.

We hope that ~~you and~~ the American people will support the Administration's plan, which we believe is a more balanced and fiscally responsible approach that builds on our current prosperity *and provide for our future.*

Coast Guard Roles and Missions

Another important task in the coming year is to complete a review that will determine the Coast Guard's proper roles and missions through the year 2020.

In April 1999, the President signed an Executive Order forming the Interagency Task Force on Coast Guard Roles and Missions, which will report to the President and the Secretary. Its members include representatives of all the federal agencies whose interests are served by the Coast Guard, ranging from the National Drug Office to the Department of Defense to the Treasury and Justice Departments. Admiral Loy, of course, is a member, and I chair the Task Force.

The last such roles and missions study of the Coast Guard was conducted in 1982. While we felt another review was timely after almost 20 years, another impetus behind the Task Force is the need to re-capitalize the Coast Guard's aging fleet of ships and aircraft and its command and control system. This is known as the Deepwater project, and it will be the largest acquisition project in the history of the Coast Guard.

We believe the Task Force's work will ensure that the acquisition decisions made for the Deepwater project will be the best ones, based on valid and clear roles and missions.

The task force will identify which ^{Coast Guard} roles, missions and functions should be added, enhanced, maintained at current levels, reduced or eliminated. Our goal is to make sure the Coast Guard is performing tasks that make sense as well as to make sure the organization will acquire the right resources to perform its duties.

We are considering whether certain roles, functions or missions could be better performed by private organizations, state or local governments or other federal agencies. In addition, we will offer our advice as to how the Coast Guard could perform its duties more effectively and efficiently.

The Information Age

As you have heard or read many times in the 1990s, we live in the "Information Age." This simply means that we have a lot of amazing chips and microchips in our computers that help us make calculations and communicate information faster and more accurately.

How many of you own a computer and surf the Internet? We are all finding this to be an excellent time saver and resource for obtaining information today.

While we cannot download a boat or a sail from the Internet, there is no denying that computers and the Internet have changed the way we work and live. And, I think we should take full advantage of these tools to expand the education and communication efforts of the Coast Guard and the Auxiliary.

Some of us are not comfortable with technology at first, but it is not as difficult to use as ^{some} you might think. And, it can help us work smarter. The Auxiliary is making a transition from mailing materials to members' homes to posting information needed on the Internet. The Coast Guard is also pioneering the use of distance education technology -- or distance learning -- and is establishing an "Internet College of the Coast Guard."

All of these efforts to use technology have great potential not only to reach more of the public and young people, but also to save money while providing information faster. We encourage you to use the Internet to benefit yourselves and your Flotilla members.

Diversity

Finally, I would like to recognize Maurice Banks, who is here with us today. Maurice is DOT's Diversity Advocate and is someone you will want meet. Not only is he an expert on human relations, culture and professionalism in the workplace, but he is also one of the most impressive public speakers in the Department.

Diversity, to me, means giving people, no matter their race, color, age, gender, religion or national origin, equal opportunity and treatment. Diversity is respect for others' opinions and cultural differences, and it is a process we encourage not just because it is right for people, but because we know it right for our organization and will contribute to our success.

Secretary Slater and I are committed to creating and maintaining a Department of Transportation (DOT) environment where all employees have the opportunity to develop their potential and contribute fully to mission accomplishment.

Future Auxiliary members and leaders will come from an increasingly diverse population. We recommend that the Auxiliary adopt the philosophy that welcomes diversity. Your organization will only benefit from the different perspectives and ideas that a diverse workforce can offer.

Since the recreational boating population in the United States is growing by leaps and bounds, the Coast Guard Auxiliary will need more good men and women like you. Auxiliarists, in my opinion, are Very Important People. You are fully trained and educated in all aspects of boating safety and you help save lives. What could be more important?

Ralph Waldo Emerson wrote back in the 1800s, and I quote:

The sea, washing the equator and the poles, offers its perilous aid, and the power and empire that follow it. . . . "Beware of me," it says, "but if you can hold me, I am the key to all the lands."

Congratulations on 60 years of excellent maritime service to the nation. Secretary Slater and I recognize and thank you for your time,

your commitment and your dedication to service. Like all Coast Guardsmen and women, you are Always Ready and Always There.

Thank you very much.

Remarks for Delivery by

Deputy Secretary of Transportation Mortimer Downey
Memorandum of Understanding for
Use of the U.S. Coast Guard Auxiliary's
Communication Resources

In Support of the Department of Transportation's
Office of Emergency Transportation

Thursday, August 26, 1999

In recent years, the Department of Transportation has embarked on a new way of doing business – we call it our “ONE DOT Management Strategy.” Because we view the nation’s transportation system as cohesive and integrated, we as a Department are becoming more collaborative and integrated. Instead of planning and operating a range of separate, distinct agencies or “modes,” we working together more often than ever before on transportation issues and projects.

The ONE DOT management strategy creates an environment that encourages collaboration across transportation modes and agencies at all levels; rewards efficiency and creativity; and instills in each employee that they represent not only their operating administration, but the entire Department as well.

We know that with the projected population growth and challenges ahead, we must work better together to create an intermodal transportation system that will serve the American public better. The Memorandum of Understanding we will sign in a few minutes exemplifies the teamwork inherent in our ONE DOT Strategy.

We also know from experience that in natural disasters, contingency communications systems can play an important role in saving lives and reducing the fear and chaos such disasters can cause.

The Coast Guard Auxiliary's high frequency radio stations, located throughout the country, could augment or serve as a backup to our current emergency radio network operated by the Federal Highway Administration, which has a limited number of stations and may not be able to serve certain disaster areas.

With the signing of this MOU today, both FWHAs and the Auxiliary's communications systems will support the Research and Special Programs Administration which is, among other things, DOT's emergency response manager during regional and national emergencies. I believe that, through this agreement, we will make greater use of our communications resources and improve safety, which is DOT's highest priority.

This Memorandum of Understanding is a testament to the fact that working together as ONE DOT makes sense and will bring positive results. I want to take this opportunity at the outset to congratulate The U.S. Coast Guard Auxiliary, ^{on} ~~the~~ Research and Special Programs Administration (RSPA) and the Federal Highway Administration (FHWA) for their efforts in making this MOU happen.

Secretary Slater and I especially want to thank Mr. David Sargent of RSPA, who is also a member of the Auxiliary. It was Mr. Sargent's who brought the idea of using the Auxiliary's communications system during emergencies or natural disasters to our attention.

As the lead official in DOT's efforts on Y2K compliance, I am also interested in another potential capability I see for this cooperative effort.

As most of you know, at 12:01 A.M. on January 1, 2000, many computer systems worldwide may malfunction or produce incorrect information because of the date change. This could be a problem for transportation and many other vital systems that operate electronically. If such systems failed to work on or following the Year 2000 date change, the Coast Guard Auxiliary's real-time communications network will help our Department's Y2K Crisis Management Center rapidly exchange information, both internally and externally, and take whatever actions may be necessary.

I am proud to sign this Memorandum of Understanding today so that we can continue to ensure the safety and security of all Americans on land as well as sea. Thank you.

The Outlook for Transportation Investment

Remarks Prepared for Delivery by

Deputy Secretary of Transportation Mortimer Downey

Before the

**Eighth Annual Norman Y. Mineta International Institute
for Surface Transportation Policy Studies**

Board of Trustees Banquet

Fairmont Hotel

170 S. Market Street

San Jose, CA 95113

Thank you, Jim. It's good to be back in California, a trendsetter for the nation in many ways, but particularly in the ways we approach the environment and transportation.

Before I get into the main topic of my speech – the outlook for transportation investment, particularly surface transportation – I'd like to mention that the Washington, DC area now has another challenge in common with the California besides traffic congestion: A water shortage. And some state and county government officials are looking to California and the West for answers on how to handle it.

This proves again that not all of the answers come from Washington, DC! In fact, we are increasing our partnerships with the states, including progressive organizations like CalTrans. I see that Jose Medina, CalTrans' new director, is here. Our Federal Highway Administration staff in Sacramento is working with CalTrans on a number of transportation projects, which I'll talk about in a few minutes.

And, as always, a lot of knowledge and creativity can be found here in Santa Clara County at the San Jose State University and at the Mineta International Institute for Surface Transportation Policy Studies. Since 1995 your President, Dr. (Robert) Caret (CA-RETT), has promoted continued excellence in education at the University. Rod Diridon, the Institute's Executive Director, is well known for his contributions to transportation ~~as a former Santa Clara County~~ helping ~~Supervisor. Rod helped~~ to create the County's light-rail system, ~~now~~ which has grown to 21 miles in 11 years.

Since 1992, the Institute has been helping to educate the next generation of transportation professionals.

Tonight I am proud to take part in “hooding” the first 4 graduates in the only Master of Science degree program in Transportation Management in the country. Kimberly Weinstein, ^{whom} ~~who~~ I recognized as a Student of the Year at ~~the~~ ^{this year's} Transportation Research Board meeting ~~earlier this year~~, is the first woman graduate of the program. I congratulate her and the other graduates on their accomplishments.

Although The Transportation Equity Act for the 21st Century, or TEA-21, created and sustained many institutes and centers, ^{his} ~~the~~ Mineta Institute is the only one ~~that~~ ^{is} covering transportation policy and management. We at DOT are proud of the Mineta Institute's work, including symposiums and transportation studies focused on topical issues. The Institute is one of the most productive of the 33 ~~academic institutions~~ we support, ~~in DOT's University Transportation Centers Program.~~

Of course, anything that Norm Mineta touches is bound to

produce only excellence. Norm has had many accomplishments here in California as well as in Washington.

He was the principal author of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). He is one of those who understands that our highway, transit and other systems should all work together and employ the best technologies. Norm has the vision to know that, without a first-rate transportation system, our country could not thrive and compete in the international marketplace.

I'd also like to mention two of DOT's senior staff, Nancy McFadden, our General Counsel, and Dr. Stephen Van Beek, who is currently Deputy Administrator of our Research and Special Programs Administration. Steve was recently nominated by the President ^{to become} as DOT's Associate Deputy Secretary and Director of Intermodalism. ^{Steve and Nancy} They are both outstanding transportation professionals with connections to San Jose ^{State} University -- Nancy ^{as} is an Alumna and Steve ^a is a member of the faculty.

The Economy and Transportation: The Outlook is Positive

The message I want to convey tonight is that the state of transportation investment in the United States, in my view, is very positive. Our strong economy not only makes that so, but demands that transportation keep pace.

Six years ago, President Clinton and Vice President Gore put into ^{place} ~~action~~ a bold economic strategy of cutting the deficit to help reduce interest rates and spur business investment. Under their leadership, we have enjoyed 8 years of continuous economic expansion.

Today, we are reaping the benefits of that strategy. Let me cite a few examples:

- The economy has added 19 million new jobs since 1993;
- Unemployment -- at 4.3 percent -- is the lowest it's been in 29 years *and real wages are up;*
- Construction jobs are back. After losing 662,000 jobs in the late 1980s, 1.7 million new construction jobs have been added since January 1993.

Because of this economic strength, we have the financial ability to rejuvenate our nation's transportation infrastructure. Achieving our goal of improving our nation's surface transportation -- our roads, transit systems, highways and terminals -- will be done, in partnership with state and local governments and the private sector, under TEA-21 -- and I would like to recognize Jim Oberstar's central role in the success of that legislation.

President Clinton signed this historic law a year ago last June. It guarantees a record level of infrastructure funding -- \$198 billion to \$218 billion -- over 6 years while protecting our commitment to an overall balanced budget.

TEA-21 provides unprecedented flexibility for local and state officials to use funds for their most pressing priorities. It's not just the tool to rebuild the nation's infrastructure -- as important as that is -- but it strengthens transportation's role in improving safety, protecting and enhancing the environment, and creating new opportunities for all Americans.

The President's transportation budget for fiscal year 2000 proposed a record \$50.5 billion. We think this is what's needed to make travel safer and easier for all Americans and to enhance our nation's competitiveness. A record \$36 billion is planned for infrastructure investment, including \$6.1 billion for mass transit.

Like many growing areas of the country, Santa Clara County is trying to figure out how to reduce traffic congestion and improve the quality of life for its citizens. With strategic planning and partnerships, I believe that TEA-21 can be a key tool in alleviating the growing gridlock.

California and Santa Clara County will benefit from TEA-21 funding in a number of ways. California will receive 46% percent more funding for highways under TEA-21 than it did under ISTEA. Our Federal Highway staff in Sacramento is working with the Santa Clara Valley Transportation Authority (VTA) on 5 major projects, including widening both I-880 and US 101, rebuilding the Route 85/101 and 237/880 Interchanges and completing the Route 85/87 Interchange. We are also working with CalTrans to advance the I-680 Sunol Grade project, which provides critical access to jobs in Santa Clara County.

Last week, Vice President Gore announced \$26.8 million in new Federal funding for the Santa Clara County Transit District to continue construction of the 12.4-mile Tasman light rail extension. Santa Clara County also received \$1.2 million to improve traffic management capabilities on freeways, arterials and transit operations in the Silicon Valley Smart Corridor.

As many of you know, I am a strong believer that transit should be part of the transportation mix whenever it makes sense – and it usually makes sense. California will receive 57% more funding for transit under TEA-21 than it did under ISTEA and that reflects real needs.

We are adamantly opposed to the Senate proposal to cap transit funding in California and New York, to the degree that the Administration has indicated its willingness to veto the appropriation's bill if that provision is included.

TEA-21 also creates new ways to help pay for transportation improvements.

A new federal credit program, the Transportation Infrastructure Finance and Innovation Act, or TIFIA -- one of the President's innovative finance proposals -- was inspired by a \$400 million loan for Southern California's Alameda Corridor rail project. The \$400 million federal loan was the factor that completed a total \$2 billion funding package -- one that's now in place -- making the entire project viable.

TIFIA's total project activity will ^{sustain up to} ~~be capped at~~ \$10.6 billion of credit assistance. Projects that qualify for funding include everything from roads and bridges to passenger terminals and high-speed rail.

Safety is #1

Safety is DOT's number 1 priority. TEA-21 will fund a variety of safety initiatives, including efforts that have made California the state with the highest safety belt use in the nation – at 90.3 % in 1998.

Although traffic fatalities in California are at their lowest in
there's more we can do. For example,
40 years, California is second only to Texas in the number of
[^]
crashes and fatalities involving large trucks.

More than 5,300 people were killed in truck and bus crashes last year. Because that number is unacceptable, ~~to~~
~~President Clinton and to DOT~~, Secretary Slater announced the goal of reducing commercial motor vehicle-related deaths by half in the next 10 years. We will devote resources from across the Department and have asked industry, labor, and safety advocates to help us achieve this ambitious goal. *Now we must*
be most helpful in the assessment of the strengths + weaknesses of our existing program.

Each traffic fatality and injury has devastating impacts on families, and we must continue our work to eliminate crashes. *we can't be complacent - we are.*

Budget Surpluses, Tax Cuts and Domestic Priorities

Most Americans understand ^{that we need} ~~that we need~~ to invest in ⁱⁿ transportation and other domestic priorities. But, what we don't need is a huge tax cut that amounts to spending surpluses that aren't in the bank yet. *and would only get here by abandoning our workbooks.*

Middle and working class Americans benefit little from the tax cut proposal the current Congress is planning to send to the President, and the proposal would do nothing to strengthen social security or to strengthen and modernize Medicare.

The Clinton Administration wants to reduce taxes for Americans, but at the same time, we want to continue along the path of fiscal responsibility and eliminate the national debt by 2015.

The President's budget plan would use some of the surplus to strengthen Social Security and Medicare, including a long-overdue prescription drug benefit.

The plan calls for targeted tax cuts for child care, long-term care and would help middle-income Americans save for retirement. While providing for military readiness, the plan strengthens investment in domestic priorities like education, law enforcement and the environment.

We hope that the American people will support this plan. It's a more balanced and fiscally responsible approach that builds on our current prosperity and sets the stage for continued growth and investment into the future.

Technology and Innovation

And, the future, ~~from my point of view~~, will have its challenges. In the next 10 years, the number of cars on our roads and highways may increase by 50 percent. Americans are now spending 2 billion hours stuck in traffic every year, with the ^{increasingly angry} annual estimated cost of congestion skyrocketing to over \$48 billion in lost productivity.

Given these trends, we know we all have to commit ourselves to "New Thinking." New ^{construction} ~~infrastructure~~ is no longer the only answer for reducing congestion or crashes, ^{always, it has its place} We at DOT believe that transportation for the next century should be planned strategically -- taking the long-term view -- and that when we build new capacity, its design and construction should incorporate technology.

This is where the Mineta Institute and other University Transportation Centers (UTC) play an important role. You are the teachers and the trainers of future transportation professionals.

effect in the various UTC's is focused
~~You will focus much of the curriculum on the newest~~
technologies ~~and conduct vital research~~. University research will support advanced materials, robotics, and information technologies, the building blocks of the transportation systems of the 21st century. Your specialty ^{*here is SDSC*} is how we put this technology to work for real-world problem solving.

Technology and Intelligent Transportation Systems (ITS) ^{*ing*} already play a critical role in our transportation system.

Technologies now exist ^{*for*} that enable emergency vehicles to temporarily control traffic lights in order to save lives -- ^{*for*} motorists to save time by using automatic tolls -- and ^{*as fast as*} high-speed trains to travel 300 mph. ^{*^*}

I believe that new technologies can help us solve current and future transportation problems. And, many of the semiconductors and other technologies that will drive future transportation systems will likely be developed right here in ~~the~~ Silicon Valley.

Conclusion

While the Federal government is an important player in resolving our congestion and other transportation problems, we cannot do it alone. We need the state, county and local governments, the academic community, and the private sector to work with us in sharing project costs and in making most of the decisions.

Transportation is a vital domestic priority, and Norm Mineta, Jim Oberstar and young professionals like the ones we honor here tonight – all need to work together.

We have a strong economy and a world class education system, and we cannot afford to let the opportunity to develop a truly world class transportation system -- one that will improve safety, quality of life and the environment -- one that will support the economic growth we need ~~-- pass us by.~~

Thank you.

Remarks for Delivery by
Deputy Secretary of Transportation Mortimer Downey

Before the
**Rural and Advanced Technology & Transportation Systems
1999 International Conference**
Preparing for the new Millennium
Little America Hotel, 2515 East Butler Avenue
Flagstaff, Arizona
Monday, August 30, 1999

Thank you, Don (Wiltshire, ITS Arizona President). It is a pleasure to be here for this Eighth Annual Rural ITS International Conference. And I want to thank ^{many thanks to} Flagstaff Mayor Chris Bavasi (pronounced BUH-VA-SEE), Winslow Mayor Jim Boles, and former Bullhead City Mayor Norm Hicks (All 3 will be on stage and participate in the panel to follow).

This is my first RATTs conference but,

The fact that you have been at this for ^{nearly} well over a decade and that all of you are here for this well-organized event speaks to the progress we have seen in the area of rural Intelligent Transportation Systems development. During this meeting, you will hear some good news about the deployment and operational testing for rural ITS that will confirm this progress.

The title for this conference, *Preparing for the New Millennium*, is telling. You are transportation professionals who know, as President Clinton has said, “this is not a time to rest, but a time to build” – and to plan for the future growth and change we know will come with a new century and a new millennium.

This is a time to think of how far we have come since 1991, the year that ITS professionals got together and formed IVHS America -- now ITS America. Eight years ago, you could go just about anywhere in the country ^{urban or rural} and get a blank stare if you asked about ITS. Today, 36 of our top 75 metropolitan areas report having medium to high levels of ITS deployment, with 10 more expected to have a high level by next year.

This is fantastic progress, but if ITS is to realize its promise and maintain support, we need to pay attention to rural areas of the country. Rural America comprise 80% of the total U.S. road mileage and 40% of the vehicle miles traveled. ^{when} ~~What~~ Americans ^{invest in} ~~want~~ is ITS capacity for their cars and trucks -- ^{and they are going to do that} ~~and~~ they want that service to follow them everywhere.

Travel in rural areas, particularly here in the West, entails long distances, often on 2-lane roads, relatively low traffic volumes, occasional or rare congestion, visitors unfamiliar with their surroundings and often rugged terrain in remote areas -- lots of ITS opportunities, but different approaches than we see in metropolitan America.

Of an estimated 90 million rural residents in the United States, about 30 million are elderly, working poor, or people with disabilities. And, these Americans depend on our public transportation system just as much as those in metropolitan areas. As Secretary Slater said recently, "In today's Internet economy, rural America needs a seamless intermodal transportation system that uses buses, trains and planes as well as automobiles."

Secretary Slater and I believe that ITS is a tool that can improve the quality of life for rural residents and travelers by making possible safer, more accessible, and more efficient movement of people and goods.

To ensure that rural areas receive all of the transportation services they need, Secretary Slater has initiated DOT's Rural Transportation Initiative. The Rural ITS program will be an important part of that Initiative. Having grown up in a rural area, he knows and understands rural America's needs and opportunities.

Our rural ITS program is focused on meeting the needs of users and operators. There are significant rural challenges that we believe are amenable to ITS solutions: the need for reliable mobility for rural America's transit-dependent citizens; the safety challenge due to an over-representation of fatal crashes -- 60% of traffic fatalities and 55% of work zone fatalities occur in rural areas; and the longer response time for emergency medical services.

Developing successful services to meet these challenges requires attention to the wide variety of conditions found in rural travel, the many different types of travelers in rural or statewide settings, and an appreciation of the costs of maintaining our rural transportation system.

DOT's FY 2000 rural ITS budget request was \$2.75 Million for Research and \$5 million for operational tests. We expect a final budget from the Congress of approximately \$2.5M for research and \$4M for operational tests. We have not completed our FY 2001 budget proposal, but expect to request increased funding for rural ITS.

And since I'm on the topic of budgets, I want to spend a few minutes on a debate that I'm sure you've heard about – it has to do with **budget surpluses, tax cuts and domestic priorities.** *Contrast to Appropriations bill.*

Most Americans understand our need to invest in transportation and in other domestic priorities. But, what we don't need is a huge tax cut that amounts to spending surpluses that aren't in the bank yet -- and would only get there by abandoning our investments.

Middle and working class Americans benefit little from the tax cut proposal the current Congress is planning to send to the President, and the proposal would do nothing to strengthen social security or to strengthen and modernize Medicare.

The Clinton Administration wants to reduce taxes for Americans, but at the same time, we want to continue along the path of fiscal responsibility and eliminate the national debt by 2015.

The President's budget plan would use some of the surplus to strengthen Social Security and Medicare, including a long-overdue prescription drug benefit.

The plan calls for targeted tax cuts for child care, long-term care and would help middle-income Americans save for retirement. While providing for military readiness, the plan strengthens investment in domestic priorities like education, law enforcement, technology and the environment.

We hope that the American people will support this plan. It's a more balanced and fiscally responsible approach that builds on our current prosperity and sets the stage for continued growth and investment into the future.

Now, I would like to highlight some of the work that DOT is doing, in partnership with industry and other organizations, to make rural IT'S A success.

National ITS Architecture

The National Architecture team has been working with the rural community to review the national architecture to determine how well it meets the various rural user requirements and to update the national Architecture to better represent those needs. This may lead to the development of one or more new "rural" user services. There will be a session at this conference devoted to this activity.

Weather and Winter Mobility

Severe storms or bad weather in rural areas can put travelers at extreme risk. Our Rural ITS Program has been investigating ITS applications for road condition modeling and other advanced weather prediction capabilities and a reporting system to distribute timely weather information to the traveling public.

We have begun a comprehensive weather and winter mobility program within the Rural ITS Program. One of our earliest efforts is a field operational test (FOT) called Foretell. The Foretell test, which has already been providing limited service , will be fully operational this coming winter, providing road weather information to maintenance crews and travelers via an information system that integrates weather-related road condition information with other types of road condition information (e.g., work zones, crashes, etc.).

In part as a result of our efforts with Foretell, the meteorological community has formally recognized surface transportation users as one of their core customer groups. To meet the needs of this new constituency, the Office of the Federal Coordinator for Meteorological Services and Supporting Research (OFCM), an independent agency that coordinates federal weather research and forecasting, has formed the Weather Information for Surface Transportation Joint Action Group (JAG).

The FHWA is a key participant in that group and in its effort to define surface transportation meteorology requirements, which are expected to be completed by July, 2000.

Emergency Management – Saving Lives

Another important area where rural ITS can make a difference -- saving lives -- is in emergency medical services.

Working with the National Highway Traffic Safety

Administration's Emergency Medical Service's Division, the

Rural ITS program is pursuing efforts to deploy enhanced

wireless 911 service and Automatic Collision Notification

(ACN) systems.

In the early 1990's we saw a disturbing trend in auto fatalities; Although a majority of crashes occur in urban settings, a majority of fatalities resulted from rural crashes where notification times were significantly longer, especially if the crash went unnoticed.

In 1995, NHTSA set out to demonstrate, in partnership with industry, that combining conventional cellular communications technology and GPS in a vehicle, could be the key to assuring the safety of the traveling public, providing fully automated crash notification.

NHTSA initiated a field operational test in the Buffalo , NY area to design and test a comprehensive system that can autonomously sense, characterize, and indeed survive a crash so that a message may be delivered to the 911 center to allow for an immediate response.

To date, Veridian our project partner, has outfitted 786 vehicles in Erie County NY with automated notification systems. They have logged some 307,000 operational days in the field and experienced 49 crashes. In results so far, the ACN device has clearly demonstrated it can deliver a crash message within 1-2 minutes.

The notification device has functioned with great reliability. It has activated in those significant crashes representing a real possibility of serious injury. Equally important to those who manage the emergency response network, the device has not triggered in simple fender benders.

In one case a driver was having a particularly bad tax day (April 15th 1999); he didn't negotiate a curve properly and crashed. Fortunately for the driver, his vehicle was equipped with ACN and notification of his crash was received by emergency responders within minutes. Without technology – the notification system – it could have been 30 minutes or more before another vehicle came by. That 30 minutes could represent a deadly delay.

Another feature of the ACN system is the ability to more accurately determine aspects of the crash history and specific mechanisms of injuries that otherwise might have been missed. In one case, the investigators were able to determine that a crash victim's injuries, which were relatively serious, were likely the result of a secondary impact with a frozen snowbank rather than the initial impact of another vehicle. In the future, such data could lead to a much better understanding of crash dynamics and injuries leading to improved highway safety and crash response.

DOT recently decided to extend our Buffalo field operational test. We will be working with the State University of New York at Syracuse to develop a model statewide plan for the deployment of automatic crash notification systems.

Rural ITS and Our National Parks

DOT has reached out to our counterparts at the Environmental Protection Agency, the Department of Agriculture and other federal agencies to improve transportation for all Americans.

For over a year now we have had an agreement with the Department of the Interior in which we provide technical support to the National Park Service in transportation matters.

In one project under the agreement, our Federal Transit Administration is working with the Park Service on plans to provide transit services in our most heavily visited Parks.

In the area of ITS, we have agreed to work with the National Park Service to test the use of ITS technologies in a National Park setting. We have been working with the National Park Service in recent months to scope out such a project and select a location for such a test.

*when we can conduct
schedules of 2
cabinet members also
want to be part of
the work*

This Fall, we expect to announce the location of a rural ITS operational test in a national park. The test is expected to focus on providing park visitors with information about congestion, parking and transit availability.

Differential Global Positioning System (GPS)

Another Departmental activity that isn't part of the ITS program but which will, we believe, have a significant impact on ITS and rural travelers is the Differential Global Positioning System (DGPS).

The Global Positioning System, as some of you know, is a satellite-based radio-beacon navigation system originally developed for military uses. Today, many commercial shipping companies use the system to pinpoint delivery locations and map trip routes. But, many transportation applications need better accuracy than what our civilian GPS signal, known as the Standard Positioning Service (SPS), has to offer.

To achieve increased accuracy, DOT decided to expand the Coast Guard's Differential Global Positioning System (DGPS) – which is accurate within 1 meter -- for civilian use throughout the nation.

The Coast Guard's DGPS expansion will have a significant impact on the rural community as an enabling technology for ITS. Differential GPS will allow emergency response personnel to locate cellular 911 calls -- a key component of future collision avoidance systems -- more accurately locate police, emergency vehicles or snow plows and other vehicles in low-visibility situations.

The Differential GPS could become as essential to Americans as the personal computer or the cellular telephone in the New Millennium.

N11 for Traveler Information

On March 8, 1999 and at the direction of Vice President Gore, DOT filed a petition with the Federal Communications Commission for a common national telephone number for traveler information, similar to 411 (information) and 911 (police/fire/rescue). The FCC has solicited public comment about the N11 proposal and will probably make a decision this year.

A number of States have expressed strong interest in having a traveler information number, and we believe the number would facilitate the deployment of rural traveler information nationwide.

Conclusion – Our Ultimate Goal

There is a lot of exciting stuff going on in the ITS world, particularly in rural applications. And, in partnership with state DOTs, industry and local organizations, we will support ITS projects that help our country save lives, time and money while increasing mobility.

The ultimate goal of DOT's rural ITS program is to encourage the widespread integrated deployment of rural ITS technologies that can assist in reducing fatalities and crashes and increase the accessibility and efficiency of transportation in rural areas.

DOT is working to help rural ITS stakeholders to make decisions about how best to integrate these systems into the rural lifestyle and how they will work with nearby urban or metropolitan ITS.

To achieve these goals, the Rural ITS Program expects to continue an aggressive program of research and field testing. The effort will focus primarily on multi-agency transportation services, emergency services, statewide and regional traveler information infrastructure, and surface transportation weather and winter mobility. These tests will give us a better understanding of ITS technologies in rural settings and help us develop a national ITS system that will serve all Americans, whether they live in the heartland, the city or the suburbs.

The path we are following -- from research and development and operational testing to deployment -- is taking us toward our vision of a seamless transportation system with intelligent vehicles and an intelligent infrastructure working together.

President Clinton and Vice President Gore have been very clear about the role of technological innovation in making our economy strong and our quality of life better. They have emphasized that "Investing in technology is investing in America's future."

Our goal for transportation in the 21st century is an efficient transportation system that supports economic growth while still remaining safe, secure and environmentally friendly. And, intelligent transportation technologies will play a major role in helping us to achieve that goal.

Thank you for inviting me.