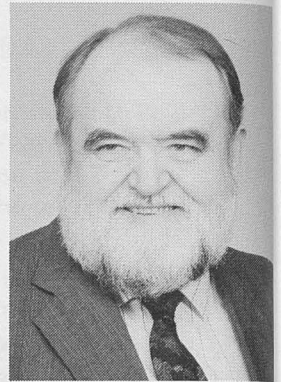


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WHO ARE THE CUSTOMERS?

The theme of this 30th Transportation Forum, "Partnerships for Quality," uses two words I hear these days as I travel across America to talk about transportation. The first word is **quality**. Americans today want better quality in everything and that includes transportation. The other word is **partnership**. We have a new interest in partnerships as they relate to transportation. The old partnership between the federal government and the states and the Federal-aid Highway Program is very important but it too is changing and, I believe, getting better.

We have many new partners now as a result of the Intermodal Surface Transportation Efficiency Act or "ISTEA" as we call it. We're forging new partnerships between local governments and metropolitan planning organizations and state governments and the Federal Highway Administration and, oh yes, users, customers, and citizens to try to build better, more responsive transportation systems across our nation.

With respect to quality--the focus of quality in America today is the customer. It has always been true (at least in recent years) that transportation has too often ignored the customer. Our goal has been to meet the specifications and to be certain that we build according to the specifications. That may or may not be what the customer wants--too often we haven't listened to our customer. Our reason for being here is to serve the customers--and who are our transportation customers? We'll talk more about that but, in reality, every American is a customer of our nation's transportation system, either directly or indirectly. Therefore, we work for everybody.

I'd like to talk about four general areas today: (1) transportation itself and its current role in our nation; (2) quality and customers; (3) current issues, particularly the ones in your concurrent sessions at this meeting; and (4) transportation tomorrow and the problems we face as we enter the twenty-first century and as we hear a lot of talk about re-inventing government.

First, what is the role of transportation in the United States of America? We need to remember that transportation and the United States have gone hand-in-hand throughout history. It was transportation to a great extent that made this nation possible, that created this nation, and that will sustain and support our future. Whatever that future is, transportation will be a key part.

It all began in 1607, of course, with a few ships leaving Europe and heading towards the North American continent. In 1620, three English ships landed at Jamestown and brought settlers to Plymouth, Massachusetts. Those people had to bring with them everything that was needed to settle a new civilization. That transportation was obviously very different from anything we have today. It took weeks--not days, not hours--to cross the Atlantic Ocean in vessels so small that you wonder how they got everything on board and how they managed to operate the sail. They sailed inland as far as they could on our rivers and then began to establish villages and towns.

To push further inland, they found trails and started to build roads and then used wagons and horses and oxen to move west across this incredible continent. The Cumberland Gap in your Commonwealth and the many, many states of the West--almost all of that settlement was established by walking--either by people walking or by animals walking. Wherever possible, people traveled by rivers; rivers were our highways in the developing of America. Rivers are still our highways and a vital part of our transportation system.

Then came the railroads, the railroads made it possible to open up the midwest and on towards the west. The railroads, and the Industrial Age that came with them, changed America. We moved from being a rural society to an urban society, so that by the early 1900s we could declare that America was mostly urban.

The railroads were followed by the highway system, which really began around 1893; therefore, 1993 is really a triple anniversary with respect to our nation's highways. In 1893, the first American commercial automobile rolled out of a garage in Massachusetts and started driving local streets. In 1893, New Jersey and Massachusetts created the first of our state highway agencies as we now know them. There was one in this state many, many years before that, but it became inactive and faded away. This is true of much of America.

During the railroad age, the emphasis on roads in this country was very small but with the automobile came an interest in roads again. Actually, the founding force for highways in this country was the bicycle.

The American wheelmen and their push for hard roads on which to ride bicycles is what started the good roads movement in this nation.

Also in 1893, the federal government's Office of Road Inquiry began what has become the Federal Highway Administration. We are now a hundred years into the history of America's highways.

Of course, there is the airplane--an American invention in aviation is today the backbone of a very large portion of American and world economy.

Transportation is a basic tool to develop this nation and your Commonwealth, and remains a basic tool for our lifestyle and economy. We have the finest transportation system in the world. Whatever problems we have, rest assured, we are still the best. I've seen many others and so have many of you. The American transportation system is far superior to any other--and it needs to be, given the size and diversity of this nation and the fact that we must communicate and trade with the rest of the world.

Our railroads continue to be important, but they are not as important as they once were. For transporting coal, grain, and a variety of other commodities, you cannot beat the railroad. And in the new freight transportation era--with containers now being the normal way of moving goods internationally--railroads have a new role to play as double stacks of containers move across this nation.

There has been a subtle change in international movements. Many of you remember when the Panama Canal was an absolute key to east-west trade. It is still important, but increasingly the United States is becoming a key point between Asia and Europe. As ships come into the West Coast, they off-load containers onto railroads, then go to the East Coast, load back on ships, and then head towards Europe, and vice versa. We'll be seeing more of this kind of trade as time goes on.

Public transportation is important in our nation to many, many people. There are approximately 2,400 transit systems in this nation that provide over nine billion passenger trips a year. Public transportation is vital in much of urban America and, for isolated rural residents, the rural public transportation services are vital to their lifestyles. They allow elderly people and others to get medical care, food, and supplies and still live in their homes in rural America. Transit is important.

Passenger railroads are still important to some people in this nation. They're not everywhere anymore like they once were, but the Amtrack system is vital--and we're not talking about the development of high-speed rail. Will it happen? We don't know, but there certainly will be many efforts made.

All of these modes--rail, public transportation, and aviation--are important, but the most important component of the American transportation system is our nation's highways, and we must never forget that. Our highways are the glue that holds everything else together. Our

highways are vital to get from our homes to where everything else is located, and to move goods around the nation.

Our highways carry most of our nation's freight, according to 1990 data. Looking at revenue ton-miles in this nation, the highway system carried 31.6 percent of all revenue ton-miles; railroads were just behind that at 29.1 percent; water transportation at 22.8 percent; pipelines (something we don't think about that often) carried 16.2 percent of our freight. But, the highway system is more important than that number indicates because it is the highways and trucks that interconnect our ports and our railroads with everything else in this country. With respect to passenger transportation, the Federal Highway Administration's *1990 National Personal Transportation Survey* gives us the picture of what is really going on when people start to move around this nation.

I mentioned aviation and airports, are they important? You're darn right they are, but it's a fact that our nation's airways carry only 6.3 percent of all passenger movements.

Public transportation? Yes, it's important but it accounts for only 2.5 percent of all passenger movements. Those yellow school buses out there carry almost as much--1.4 percent of all movement. But the fact of the matter is that private vehicles moving on our 3.9 million miles of streets, roads, and highways account for 88.2 percent of all personal trips taken in this nation. Are highways important? You're darn right they are.

Now, let's talk about quality and customers. In aviation, who are the customers? Obviously, they are all of us who fly on airplanes. But the customers are also the people who have to move high-value goods like flowers, medicines, packages (and the many other things that move by air-freight) around the world. Business firms are customers of aviation and the recreation industry is a major customer of aviation. That's how most people get to recreation areas, to parks, to resorts; and without aviation, America's hospitality industry would have a much harder time than it does.

What are some of the quality measures that we look for in the aviation field? Obviously, safety is very high on the list. Also of importance is on-time service, particularly for aviation, because these are typically high-value trips. Two hours or three hours one way or the other can make a major difference. The frequency of service is very important--the access that the airlines have to where we need to go, and getting around the price. All of those things are the things that I (and people who travel a lot) look for as quality measures of the aviation industry. Again, America's aviation industry is by far the best in the world. Our safety record is outstanding; generally, we are on time, although occasionally we do miss. The one problem we do have is luggage handling, as you are aware. I don't know if you knew or not, but they finally determined through the use of the new high-powered telescopes that two of the rings around Saturn are actually lost airline luggage. You heard

about the fellow who went to the airport and had three bags with him. He said, "I'm going to Los Angeles and I want this bag to go to San Francisco for my meeting next week, this one to go to Minneapolis, and this one to go to Miami." The desk clerk said, "Sir, we can't do that." He said, "Yes, you can--you did it last week." So, we do have a few problems quite obviously.

Public transit--who are the customers? The people who have to go to work in the morning in the urbanized areas, the poor, the non-drivers, the rural Americans who need public transportation services. What measures of quality do they look for? They look for the extensiveness of the system, the routes that the vehicle travels. They look at the frequency of trips, and that's very important. Almost equally important to frequency is that they are on time, the schedule is terribly important. I don't know which is worst, a bus that's early or a bus that's late--it doesn't really matter because it doesn't satisfy the need of the customer. Cleanliness and maintenance of the system also are important, as well as cost factors. How are we doing in quality in transit? Not as well as we should be doing in most of our nation. Some of the reasons are because of management practices, because funding isn't as adequate as it should be.

Let's look at our highway system. Who are the customers that we're serving with the nation's highway network? Obviously, it includes the men and the women who go to work everyday in their vehicles; it includes mothers and fathers as they move their children around the neighborhood to go to school, to church, shopping as they go, and engaging in recreational activities. Our customers also include industry; the factories depend on the trucks using the highway systems to get raw materials to them, especially in this just-in-time era when there is perhaps a 15-minute window when the parts must arrive or the assembly line closes down. That requires a good highway network. Good, efficient highways are especially important to American manufacturers as compared with manufacturers in other parts of the world.

By way of example, in Asia the average mileage between a factory and a port is approximately fifty miles. In Japan, many of the factories are built directly on the harbor because of traffic congestion problems (and for other reasons) but the time they need to spend on the road is very limited. In Europe, the average is about 200 miles from factory to port. In the United States, the average is about 750 miles from factory to port. That means to compete on an equal footing, just from the transportation aspect alone, we must have a much more efficient highway system in the United States than they have in Europe. We try to be more efficient and generally we are. Is this an important factor? Yes! It is estimated that about 25 percent of the cost of most goods is transportation related. The importance of a good, efficient highway system to American manufacturing is very high.

The highway system's customers are also the retailers who use the highways to transport the milk and bread they sell you every morning.

The clothes we buy and all the goods that are in retail stores must come in by truck. I always get a chuckle out of the people who drive automobiles in urban areas and complain about all those trucks on the road. They have a vision that those trucks are really going from some other city through their traffic to another city. No, the great bulk of those trucks are delivering us the milk, the clothes, the bread, the gasoline, the things that we use everyday, and without which our own communities could not operate.

Business people are customers, realtors who have to show houses, insurance people, salesmen; in short, there are a lot of customers who depend upon what we do. What quality measures are they looking for in the highway system? Again, the extensiveness of the system--does it go everywhere we need to travel? What is the safety of the highway system? What is the quality of the road services? What is the life-cycle cost for that highway? What do we do about the level of congestion on our roads? That's an increasing quality measure in urban America, as well as traffic flow in general. Those are at least some of the measures of quality.

Let's look at a few more of these in detail. Safety has a measure of quality--our nation has the safest highway system in the world and we can take great pride in that fact. In 1991, we had an average of 1.8 fatalities per 100 billion miles of travel. That sounds good, but it still means that 39,000 Americans died on our highway systems in 1991. There were also five million injuries and an estimated \$137 billion that was lost to the nation's economy. Clearly, we can do better than we have. It is going to take a very broad partnership--back to your theme--to bring about a safer highway system in this nation.

Who are the players in that partnership? A lot of people and the vehicle manufacturers have a major role. The people who design highways, and the agencies who construct them and maintain them have a major role in order to eliminate shoulder dropoffs and so many other things that can cause accidents. The federal agencies--the Federal Highway Administration, the National Highway Traffic Safety Administration, the federal Commercial Driver's License laws--all of those things have a role to play. Emergency services are terribly important, the police department, the emergency medical operations, all of those tie into our overall safety. The weather bureau has a role to play in getting more accurate weather forecasts to the public on time so that they know the road conditions. Education--educating drivers, all drivers--on the rules of the road and how they are supposed to operate for safety on the highway systems. Finally, the customers themselves. Those systems cannot be any better, ultimately, than the people using them because the customers are part of this partnership too. All of that must be brought together and concentrated if we are going to improve safety. Generally speaking, the southeastern United States has more safety problems than some other parts of our nation, and you are working on them. I greatly applaud Kentucky's effort of working with several counties in a new safety

initiative where you are bringing together these partnerships. We do have work to do.

Let's talk about the quality of the road. Who is involved? The designers and the people who construct the roads obviously are involved. Again, we're talking about a partnership--and this is a new partnership. In this nation, we develop a wall between highway agencies (state or local) and the contractors. For years we didn't talk to each other. Well, the wall is still there, but now we're opening windows and doors and we are communicating with each other. To a great extent, that is what the national quality initiative is all about--to try to create and then maintain an ongoing dialogue between the public agencies on one hand and the private sector contractors on the other so that we better understand each other and work as a team to produce quality. It is going to take the Federal Highway Administration, the states, the universities, all of us working with each other, to make it happen. And, we can make it happen!

Another element in road quality is research and the carrying out of research projects that will answer questions that need to be answered. The most recent example of this is the Strategic Highway Research Program. We concentrated on a five-year, \$150-million program that gave us approximately 130 research projects that can help produce better and safer roads in this nation if we implement it. The implementation project will not be easy (and again it is going to take partners to do it) but ongoing research is very important to the quality of America's highways.

How do we introduce new products? That has always been a problem, but we are finding ways to do that too, or at least we hope we are. We are working with the American Society of Civil Engineers, the Civil Engineering Research Foundation, AASHTO, and the Transportation Research Board, and especially the Federal Highway Administration, who had to give strong support to developing something that we call HITEC--Highway Innovative Technology Evaluation Center. This Center, which we hope will be operational around the first of the year, will be a place where somebody who can't get a new product introduced can come to have it analyzed to see whether it works, and to see if it will help, and to put out reports upon which all of us in the public sector can rely. That will help get that new product or that new process introduced to America's highways.

The obvious goal is to satisfy the customers' needs. What do the customers perceive? All too often, as I said, we build to specifications, but do those specifications really do the job? For example, we have smoothness standards and most of us are very pleased if we achieve that smoothness standard. But, drive your automobile over a concrete road that has just been finished and is well built to adapt to minor service irregularity; then drive an 18-wheeler over it and you'll get a very different feel. You will find that our roads are being chewed up by

trucks, but the trucks and their cargo also are being chewed up by our roads. Smoothness is important, it is very important, and we don't understand that enough in this country.

Another quality feature we talked about is congestion and traffic. Why is it important? Because every hour spent in traffic is a waste, it is a waste of fuel, it is a waste of time, and it affects the nation's economy. If we can reduce time spent in traffic, we have helped everybody--it is win-win. How do we reduce it? In part, by moderate traffic control systems and by putting in place systems that encourage the seamless flow of traffic wherever possible. We can do a lot with respect to congestion.

Let me move now to the themes of this meeting--current issues of finance and technology and intermodalism, all of which are obviously very important to us. First of all, let's turn to finances. One of the current issues, which is an ongoing issue and one that I doubt will ever be solved, is adequate funding to support our nation's transportation system. The simple fact is that we are investing far too little in America's highways today compared to the needs that exist. We have 3.9 million miles of streets, roads, and highways in the United States, 900,000 of which are funded (in part at least) by the Federal-aid Highway Program. The other three million miles are today the sole responsibility of state and local governments. From the total amount of money spent last year on our streets, roads, and highways, 52 percent came from the states, 28 percent came from local governments, and about 20 percent from the Federal-aid Highway Program. State and local governments are the principal sources of funding--and they will continue to be as we look into the future. That federal money is far more important than it appears from the 20-percent number. In fact, if you look at capital projects only, federal support is only about 41 to 42 percent of all dollars spent in this country last year. How much did we spend on capital for the nation's highways last year? Approximately \$36 billion nationwide. Is that good enough? No, it is not. According to FHWA's January 1993 report to Congress, just to maintain the system as is, we should be spending around \$51.6 billion--not \$36 billion. And, if we hope to improve that system to where it can reasonably handle today's traffic issues, we should be spending \$67 billion, almost twice what we're actually spending. We have a long way to go.

The ISTEA legislation helped by setting a higher Federal-Aid Program level than we've ever had in this country. A problem we're facing, of course, is getting the authorized levels funded. The issue of full funding of the bill that Congress passed--we are now into the second year moving towards the third year of that bill, and it is being funded at about an 85-percent level. That means we are not spending as much even as Congress said we should spend, and even that is far shorter than what we should be spending. We clearly have a gap in funding and I know you feel that gap at the county level, the city level, and the state level here in the Commonwealth. We all feel it nationwide.

The funding issues don't stop there. We have another problem--the fuel tax, which has been the main source of revenue from the highway system nationwide since Oregon enacted the first one in 1919, is in trouble as a funding source. It is in trouble for several reasons, one of which (and this has a good side to it, obviously) is that since the fuel crisis in 1970, our vehicles have become much more efficient. The average automobile today uses about half the gasoline it did in 1970, but that also means half the revenue. Unless fuel rates go up accordingly (and they haven't in most states), we are only getting half the revenue--and that is just in constant dollars. Beyond that, we are now talking about alternate fuels, we are talking about electric automobiles (How do we tax those? No one seems to know.), and a whole lot of changes in energy approaches in this nation. We need to re-examine the energy taxes to see how they can continue to be used or if they can be used as a user-fee device.

Our latest problem occurred in Congress with the latest Budget and Reconciliation Act. They enacted a 4.3-cent tax on fuel with all the revenue going towards the general fund. That is the beginning of a new trend, we believe, once Congress can justify using fuel taxes for other than transportation purposes, as they have now done. The sky is the limit and that sky is very high indeed. There are those in the Congress and there are those in the press who believe that our country should have fuel taxes like those in Europe. What does that mean? Typically, a fuel tax in Europe is a \$1.50 to \$2.00 per gallon, or higher. Most of that revenue goes into the general fund. It looks like that may be the road we are moving down and, if so, we have a whole new set of problems.

AASHTO is sponsoring research for the National Department of Highway Research Program to examine how we will finance our roads in the future. We will need to change how we finance them as time goes on. We don't know how yet, but I think if you look at the automatic vehicle identification equipment that is now available and in use on some toll roads in this nation, you may get a glimmer of where we are headed. I think it is quite possible that in five or ten years, every vehicle that rolls off an assembly line will have modern computer systems. And, someday you will receive a monthly or quarterly bill for your road use, just like you do now for electricity use and water use--they will probably collect users fees in that way. In the meantime, we also see a rapid growth of what we call public-private sector ventures across this nation, with the private sector putting more money directly into roads and with an increasing use of toll roads. You have gotten rid of toll roads in Kentucky, but in other states they are just starting to build them. So, the cycle goes around and around nationwide, and it is something you'll need to look at.

Many, many things are happening in the technology arena. I have already talked about SHRP. Also, the Intelligent Vehicle Highway System is an effort to apply advanced technology to solving transportation problems. A whole array of possibilities exist. They will not solve our

transportation problems, but they will help to solve them by giving accurate information to travelers as to road conditions and what is happening in real time, so drivers can make proper routing decisions and safety decisions.

Much is happening in the commercial vehicle operations area--and again we cannot commend Cal Grayson and Don Kelly enough for the leadership Kentucky is showing in the Advantage I-75 effort. There are about 20 to 30 weigh stations on I-75 from Canada to Florida and the day is coming very soon when trucks will be able to bypass all but one of those stations along that entire route. Seamless truck transportation systems save time and are safer. If trucks don't have to pull in and out of weigh stations and don't have to wait in line to get into those stations, traffic safety increases for everyone. Also, costs go down for the trucker and, for the consumer, costs for goods go down. Again, it is a win-win situation.

A lot can be done to increase safety using IVHS. Everything from "mayday" devices to devices that summon help to the site of an accident in a rural area. In that case, (A) you know an accident happened, (B) you know where the person is, and (C) the helicopter can get there earlier and save lives. There are devices that provide automatic braking of a vehicle to eliminate rear-ending accidents on lonely roads where drivers tend to fall asleep and keep creeping up on another vehicle. There are warning devices that prevent that final accident from actually happening.

Intermodalism--there is a lot happening there too. The word seamless comes to mind for passenger terminals where a person can move easily from his automobile to the airplane to public transit to rail, whatever the other mode of personal transport is. Some of these are now being developed and we will see more. Are there models for us to look at? Yes. In Germany, Lufthansa Airline operates a railroad. A person can get on a train, check his luggage on that train, and give the attendant his ticket. When he gets to the airport, all he has to do is walk over and get on the airplane--the luggage is automatically handled. It is a very seamless, efficient way to do business. We could do that in this country if we wanted to.

Intermodalism is very important in the freight arena. The harbor-highway linkage, the railhead-highway linkage, the rail-harbor linkage are all things that need to be approved so freight can move more efficiently. Remember, our movement distances are longer than elsewhere in the world, so the more efficient we make them the lower the price and the more we sell, the better the nation's economy. There is a host of intermodal issues and a host of issues for you to talk about here.

Let me close with a look at tomorrow. What are some of the issues with which we will have to deal? One that is very high on our list is the adoption by Congress of the National Highway System. The ISTEA legislation authorized Congress to adopt a map showing a new national

highway system. The states and Federal Highway Administration are developing that map and it must go to Congress by December 18. They then have two years to enact a law putting it in place and, if they don't, federal support for the National Highway System component for the ISTEA would drop away.

Why is the National Highway System important? For all the reasons we have talked about--it will be the principal system to connect our harbors, our cities, our states, our different economic activities, and our different recreational activities with each other with relative uniformity nationwide. It would be approximately 155,000 miles (plus or minus 15 percent) and would be very important to the mobility of this nation. It also would provide a reason for having the Federal-aid Highway Program and for spending and collecting money at the federal level. Take away the National Highway System and you have to question why we need a Federal-aid Highway Program. If we didn't have such a program, I think we would disintegrate into 50 state systems of questionable standards, questionable conductivity. More particularly, it would create a situation where someone needing to go from one part of the nation to the other would never be quite sure of the highway network or its quality, and whether it was the correct way to get from point A to point B. So, the National Highway System is very important.

A big challenge for us right now is to give the American people two things that they want: cleaner air and mobility. It isn't either-or, they want both; that is going to be very difficult under the Clean Air Act amendments of 1990. We are awaiting final conformities rules (as they are called) by which those non-attainment areas will have to abide as we work with transportation issues. The possibility clearly exists in some states that beginning the first part of next year there may be no federal-aid transportation programs because of the clean air situation. So clean air regulations will dominate much of what we do.

Another issue is training tomorrow's transportation professionals. I am very pleased to see so many students here today--it means you have been through some very good transportation professional training. We are going to need a lot of that in this country because we have had many retirements; there a lot of people leaving the field with years and years of experience. We need to get their replacements online. But more especially, tomorrow's transportation work force must be different from the one of 20 or 30 years ago. Yes, we will still need civil engineers but also we will need environmentalists, we will need sociologists, we will need electrical engineers, we will need managers. And, even the civil engineer himself or herself tomorrow will do less engineering and more managing of resources. The kinds of education we need are changing. The University of Kentucky is one of the leaders in educating true transportation professionals for tomorrow.

Finally, let me touch on re-inventing government. This is a very popular issue these days as we end the twentieth century and move into

the twenty-first. Last week Vice-President Gore and President Clinton released their national performance review report which recommends a host of changes in how the federal government operates. It would call for approximately a 12-percent reduction in the federal work force, it would move towards a two-year federal budget as opposed to the current year-by-year basis, it would project savings of more than \$100 billion over the period of its enactment. There are 23 specific items that affect transportation and some others that could affect transportation in other ways. The key among those transportation recommendations is that all unobligated contract authorities and appropriations for highway demonstration projects be repealed--approximately \$7 billion worth of projects basically erased off the board. The feeling of the review group is that many of these demonstration projects are not included in regional and state plans and will never be built; therefore, let's get rid of them and put the burden of programming highway projects back on the states as it was before 1982 or so. Will this come to pass? I don't know.

I will mention a couple of other changes. They also want to cut back some unobligated money on the transit program. In the aviation field, they want to create an independent federal corporation to manage and fund air traffic control functions. Senator Ford has been deeply involved in this in the past and I'm certain will be again. Will this and the other recommendations actually occur? Well, many presidents have put packages like this on the table and little has come from most of them. This time could be different, however, for several reasons. First of all Vice-President Gore is the leader of this project and his reputation will be made or broken on how well it goes. He knows that and the media knows that. This set of proposals is coming from a Democratic President while most of the others came from Republican presidents. It has receptivity in the House and Senate among the minority Republican members of those bodies, so the political dynamics are a little different from those of the past. Add to those political dynamics the Perot factor, and the beginnings of what may be a third party that is preaching all of these things, and the political climate changes again. And, finally a recent poll said that 95 percent of the American people think government does a lousy job. You mix all those things together and it is quite probable that a number of these proposed changes will happen.

How about elimination of demos? Well, I doubt it. First of all, those projects already underway and on which money is being spent will move forward. As to the others, I think it will be real tough for Congress to give up what has become one of their favorite things--identifying demonstration projects. That doesn't mean it won't happen. Is it a terrible thing if these demonstration projects are not taken away? I don't think so. Any of those demonstration projects has a demonstrative need and, of all the demonstration projects that have been built in the United States, I defy you to find one that isn't in use. It may not have been the highest priority, but these are not wasteful projects, even though the press calls them that. Most of them are very important projects, especially in the last few

years, as state departments of transportation, recognizing what is going on in Congress, have recommended the better projects to their members of the Congress. Overall, I wouldn't panic, I don't think it is going to happen tomorrow, but something may happen with respect to these projects.

The one thing we do know is that the twenty-first century which we are about to enter is going to be filled with change. Change and America go hand-in-hand. One change in transportation to which we can relate is communications and computers. We are barely scratching the surface of what computers can do. When I went to college at Iowa State, we had a room almost this big filled with a huge computer of which we were very proud. Today the small, credit-card computer that I carry in my pocket can do everything that that huge one could do back then. Tomorrow's developments will see things change at a greatly increased speed of computation. And, we are just on the verge of what they call the personal communication device. This is a small, digital device that a person can carry that can instantly connect him, digitally and verbally, with anyone in the world through whatever network he wants to use. It is coming and it will impact transportation.

The one constant we are going to have is that highways and vehicles in large numbers will still be with us for the foreseeable future, simply because that is the way we built our society and because Americans especially want to be able to move about in their own vehicles.

Quality and transportation are very important. Your topics at this Forum are the right ones because Kentucky transportation is important to your future just as it is to the future of our nation as a whole. That means our work at this conference is very important--important for our economy, for our lifestyle, and, yes, for our freedom. Nowhere else in the world are you going to be able to move about at will where you want to and when you want to as compared to the United States. That is basic to our freedom--and transportation is basic to that freedom. So, success to you in your meeting; I know Kentucky and America will be better because you are here. Thank You.