

GOOD MORNING, LADIES AND GENTLEMEN.

AS THE FEDERAL CO-CHAIRMAN OF THE AUTHORITY, I WOULD LIKE TO ECHO THE WORDS OF PRESIDENT GEORGE W. BUSH, WHO SAID, "THE ROLE OF GOVERNMENT IS TO CREATE CONDITIONS IN WHICH JOBS ARE CREATED, IN WHICH PEOPLE CAN FIND WORK."

TO THAT, WE WOULD ONLY ADD, "TO KEEP AND GROW THOSE JOBS, WITHIN A SAFE AND EVER-IMPROVING QUALITY OF LIFE, FOR ALL FAMILIES AND CITIZENS IN THE DELTA REGION."

THIS IS THE MISSION WE TAKE SERIOUSLY AT THE DELTA REGIONAL AUTHORITY. I RECOGNIZE THAT THIS IS THE MISSION YOU TAKE SERIOUSLY AT YOUR OWN AGENCIES.

PLEASE LET ME EXPLAIN HOW THE DELTA REGIONAL AUTHORITY COMES INTO THE TRANSPORTATION PLANNING PROCESS AND WHY SUMMITS SUCH AS THIS ONE ARE SO IMPORTANT.

WHEN I BEGAN MY APPOINTED TASK HERE AT THE DELTA REGIONAL AUTHORITY, I IDENTIFIED FOUR BASIC "BUILDING BLOCKS" FOR THE SUCCESS OF OUR MISSION. IF WE WERE TO ACHIEVE OUR GOAL OF GROWING A HEALTHY ECONOMY THROUGHOUT THE REGION, I THINK WE WOULD ALL AGREE, THE FOLLOWING WOULD HAVE TO BE ISOLATED AS ESSENTIAL NEEDS TO BE IMPROVED UPON.

ACCORDINGLY, OUR FUNCTIONAL GOALS AT DRA ARE TO:

- IMPROVE HEALTH CARE AND ACCESS TO HEALTH CARE,
- IMPROVE EDUCATION – BY THIS I MEAN, TO IMPROVE THE QUALITY AND AVAILABILITY OF LIFE-LONG LEARNING,
- IMPROVE THE QUANTITY OF HOUSING THAT IS SAFE, DECENT AND AFFORDABLE AND
- IMPROVE TRANSPORTATION THAT PROMOTES SAFETY, WHILE SUSTAINING ECONOMIC GROWTH AND DEVELOPMENT.

WHILE OVER TIME THE AUTHORITY WILL WORK, IN A SIMILAR CAPACITY, TO ADDRESS EACH OF THESE FOUR NEEDS, TODAY, WE ARE FOCUSING ON TRANSPORTATION.

IN PARTICULAR, I WANT TO ASSERT THAT THIS SUMMIT IS THE FIRST IN MANY STEPS THAT WE WILL BE TAKING TOGETHER TO FRAME A WORKABLE SYSTEM FOR TRANSPORTATION IMPROVEMENT AND ENLARGEMENT. TOGETHER, WE WILL DELIVER THE INVESTMENT SUFFICIENT TO BUILD THIS SYSTEM.

SPECIFICALLY, I MEAN THAT WE WILL WORK TO DELIVER A “DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM”, A SYSTEM THAT WOULD INCLUDE ALL FACETS OF ANY OTHER HIGHWAY SYSTEM:

- NEW CONSTRUCTION OF ECONOMICALLY NECESSARY ROADWAYS,
- BRIDGE REPLACEMENT AND REPAIR AND
- MAINTENANCE -- ON-GOING, SYSTEM-WIDE, MAINTENANCE PROJECTS TO PROTECT THIS INVESTMENT.

WHY IS THE DELTA REGIONAL AUTHORITY BECOMING INVOLVED IN WORKING TO CREATE A HIGHWAY TRANSPORTATION SYSTEM? THE ANSWER IS SIMPLE. IN ITS ENABLING LEGISLATION, PASSED IN 2001, CONGRESS CHARGED THE DELTA REGIONAL AUTHORITY TO:

- ASSESS THE NEEDS AND ASSETS OF THE REGION – INCLUDING TRANSPORTATION,
- ESTABLISH PRIORITIES,
- CREATE “OUTCOME TARGETS”, TO A FIVE-YEAR HORIZON,
- FORMULATE AND RECOMMEND FORMS OF INTERSTATE COOPERATION,
- WORK COLLABORATIVELY TO DEVELOP APPROPRIATE MODEL LEGISLATION,
- ENCOURAGE PRIVATE INVESTMENT AND
- COOPERATE WITH AND ASSIST STATES IN THEIR ECONOMIC DEVELOPMENT PROGRAMS.

THESE ARE THE SAME, BASIC OBJECTIVES OF YOUR ORGANIZATION, TOO, AS YOU:

- ANALYZE AND DOCUMENT BOTH NEEDS AND ASSETS,
- ESTABLISH PRIORITIES AND OUTCOME MEASURES AND
- WORK COOPERATIVELY FOR THE GREATER GOOD OF YOUR PUBLICS.

WHEN WE GAZE ACROSS THE ENTIRE BODY OF GOVERNMENT PROGRAMS, WE RECOGNIZE THAT HIGHWAYS ARE THE LIFEBLOOD OF AMERICA AND ARE CRITICAL TO EVERY ASPECT OF LIFE IN THIS COUNTRY.

THAT IS WHY THIS SUMMIT IS IMPORTANT, AND THAT IS WHY WE ARE HERE.

**HIGHWAYS – THE LIFE BLOOD:**

HIGHWAYS:

- LOWER THE COST OF DOING BUSINESS, THROUGH LOWER TRANSPORTATION COSTS, HELPING THE ECONOMY TO STAY COMPETITIVE AND STRONG,
- ALLOW THE TRAVELING PUBLIC TO DO SO, IN A SAFE AND EFFICIENT MANNER,
- INCREASE ECONOMIC DEVELOPMENT AND HELP SUSTAIN ECONOMIC GROWTH,
- IMPROVE PRODUCTIVITY LEVELS, YIELDING MORE VALUE FOR DOLLARS SPENT,
- PROTECT THE ENVIRONMENT, IN WAYS HERETOFORE THAT COULD ONLY HAVE BEEN IMAGINED.

THIS SUMMIT IS TIMELY FOR A VERY SPECIFIC REASON. AS ALL OF YOU KNOW, THE “TRANSPORTATION EQUITY ACT FOR THE 21<sup>ST</sup> CENTURY” (TEA-21) WILL EXPIRE SEPTEMBER 30, 2003. SECRETARY NORMAN MINETA REMARKED IN MAY 2002: “IT IS NOW TIME TO FORMULATE ITS SUCCESSOR STATUTE, THE LEGISLATION THAT WILL REAUTHORIZE OUR SURFACE TRANSPORTATION PROGRAMS FOR THE NEXT SEVERAL YEARS.”

SECRETARY MINETA SPEAKS POWERFULLY OF TEA-21, BECAUSE IT “CREATED A NEW PARADIGM FOR FUNDING SURFACE

TRANSPORTATION PROGRAMS”, AND CLEARLY, THE SECRETARY ENVISIONS THAT GREAT, NEW DEVELOPMENTS AND ENHANCEMENTS, ARE IN THE OFFING, AS A FUNCTION OF THE NEXT NATIONAL TRANSPORTATION POLICY.

LET US, TODAY AND THROUGHOUT THIS PROCESS, EMBRACE THE BOLDNESS OF VISION AND THE WORTHY EXPENDITURE OF BOTH ENERGY AND INTELLECT THAT SECRETARY MINETA HAS IMBUED INTO OUR NATION’S TRANSPORTATION POLICIES, AND APPLY IT DIRECTLY TO THE DELTA REGION.

BEGINNING WITH THIS TRANSPORTATION SUMMIT, WE CAN HELP EXTEND THAT LEGISLATION’S GREATNESS, IN 2003, BY OFFERING A PLAN READY FOR INCLUSION IN “TEA-21-2” – A “DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM”.

OUR CONCERTED EFFORTS WILL ALLOW US TO PARTICIPATE EFFECTIVELY IN THE “FORMULATION” OF “TEA-21-2”, WHICH THE SECRETARY SPOKE OF. AS OUR WORK, BEGINNING WITH THIS PROCESS TODAY, IN A COOPERATIVE AND COLLABORATIVE PROCESS WE WILL COLLECTIVELY:

- DEFINE, WITH HARD DATA AND WITHIN A SYSTEMATIC, REGIONAL CONTEXT, THE TRANSPORTATION NEEDS OF THIS REGION AND HOW THOSE NEEDS CONNECT TO ECONOMIC AREAS WITHIN THE REGION, THE COUNTRY AND EVEN NORTH AMERICA.
- RECOMMEND PRIORITIES AND OUTCOME TARGETS, THAT IS BENCHMARKS AND ACCOUNTABILITY MEASURES, FOR SUCH A TRANSPORTATION PROGRAM WITHIN THE REGION,
- PREPARE THE COST ESTIMATES AND SUPPORT THOSE ESTIMATES WITH SOLID JUSTIFICATIONS,
- AND AS WITH THE APPALACHIAN REGIONAL COMMISSION, PUBLISH THE REPORTS TO SUPPORT THE CONGRESSIONAL ACTION NECESSARY TO SECURE INVESTMENT, THE FUNDING SUFFICIENT, TO CREATE AND MAINTAIN THE DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

SIMPLY STATED, THIS SUMMIT IS TO BE THE FIRST STEP IN A PROCESS OF DEVELOPING OUR HIGHWAY TRANSPORTATION SYSTEM. THIS WE CAN DO TOGETHER, AGAIN, TO WORK TO CREATE WITHIN THE

NATION'S NEXT SURFACE TRANSPORTATION PROGRAM, THE DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

FOR US TO COMPLETE THIS GOAL AND DO SO IN THE MOST EFFICIENT AND EFFECTIVE MANNER POSSIBLE, I RECOMMEND THAT OUR PROCESS, WHICH BEGINS TODAY, USE THE "WORK OBJECTIVES" WITH WHICH EACH OF YOU ARE FAMILIAR, AND MANY OF YOU HELPED CRAFT.

I REFER TO THE "WORK OBJECTIVES" PUBLISHED AFTER THE FHWA'S "RURAL TRANSPORTATION PLANNING WORKSHOPS" OF 1999. I BASE THIS RECOMMENDATION ON THREE KEY FACTS:

1. THE PROCESS USED FOR THESE WORKSHOPS IS PROVEN TO WORK, AND THE PROCESS IS READILY TRANSFERABLE.
  2. EACH OF THE STATES INVOLVED, ALREADY KNOWS AND HAS TOLD US WHAT PROCESS WORKS BEST FOR THEM, HOW DECISIONS ARE MADE IN EACH STATE, AND WHAT THE DECISION-PARAMETERS IN EACH STATE ARE.
  3. CLEARLY, THIS IS OWNERSHIP -- NOT MERELY INPUT -- IN A BOTTOM-UP PLANNING PROCESS. YOUR RECOMMENDATIONS WILL FLOW UPWARD, FROM YOU WHO ARE ACTIVE IN THE DAY-TO-DAY PLANNING AND EXECUTION OF HIGHWAY SYSTEMS, WHICH IS PARAMOUNT TO THE TASK WE UNDERTAKE.
- I HAVE FAITH IN YOU.
  - I WILL LISTEN TO YOU.
  - YOU ARE CRITICAL TO THIS PROCESS.

LET ME OUTLINE THE STEPS -- AS AN INTRODUCTION TO THOSE OF YOU WHO WERE NOT INVOLVED IN THOSE WORKSHOPS AND AS A REFRESHER FOR THOSE OF YOU WHO WERE:

OUR SEVEN "WORK OBJECTIVES" ARE TO:

1. EXPLORE AND PROMOTE EFFECTIVE WAYS TO INVOLVE LOCAL OFFICIALS AND EXPERTS IN THE REGIONAL TRANSPORTATION PLANNING PROCESS.

2. ENABLE US TO SHARE EXPERIENCES IN REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING.
3. BUILD RELATIONSHIPS AMONG PARTICIPANTS THAT CAN FORM THE BASIS FOR FUTURE INTERSTATE COOPERATION AND COORDINATION.
4. IDENTIFY THE MOST EFFECTIVE ROLES AND RESPONSIBILITIES FOR REGIONAL TRANSPORTATION PROVIDERS AND USERS.
5. DETERMINE RURAL TRANSPORTATION NEEDS AND ISSUES THAT ARE BEING ADDRESSED BY PLANNING AND PROGRAMMING.
6. IDENTIFY “BEST PRACTICE” PLANNING TECHNIQUES USED IN DEVELOPING SUCCESSFUL HIGHWAY PROJECTS. AND TO THAT END, I WOULD LIKE TO REINFORCE THAT MY MEANING, “BEST PRACTICES” SPECIFICALLY INCLUDES: THE “HARD DATA”, OUTCOME MEASURES, TIMELINES, COST ESTIMATES AND SOLID JUSTIFICATION. IN A PHRASE; “THE REQUISITE PROGRAM ACCOUNTABILITY”.
7. PRODUCE THE REPORT FOR THE SECRETARY AND FOR CONGRESS FOR THE “DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM” AND WORK TO SEE IT ADOPTED AND SUFFICIENTLY FUNDED.

**THE CALL FOR A CHANGE IN NATIONAL TRANSPORTATION POLICY:**

YES, TO CREATE THIS SYSTEM, WILL CALL FOR A CHANGE IN NATIONAL POLICY, WHICH IS EXACTLY WHAT IT WILL TAKE TO PROVIDE THE HIGHWAY TRANSPORTATION SYSTEM, THIS REGION, AND THIS COUNTRY NEEDS.

I AM NOT AFRAID TO WORK FOR THIS CHANGE IN NATIONAL POLICY, AND I KNOW THAT YOU ARE NOT AFRAID EITHER. AND, THE REASONS FOR MY CONFIDENCE ARE THE SAME AS YOURS – WE HAVE BOTH PRECEDENTS AND FACTS ON OUR SIDE.

**FIRST, THE PRECEDENTS...**

THE TWO MOST VISIBLE AND MAYBE EVEN THE GREATEST PRECEDENTS FOR SUCH NATIONAL POLICY ARE:

1. THE INTERSTATE HIGHWAY SYSTEM AND
2. THE APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM.

WHILE THE “INTERSTATE HIGHWAY SYSTEM” SPEAKS FOR ITSELF, I WOULD LIKE TO SPEND A MOMENT ON THE OUTCOMES TO-DATE OF THE APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM, AS THE 12 COMPLETED APPALACHIAN DEVELOPMENT HIGHWAY SYSTEMS HAVE HELPED DIVERSIFY A REGION SIMILARLY DEPRESSED, SUCH AS OUR OWN.

THE APPALACHIAN REGIONAL COMMISSION PUBLISHED A STUDY THAT ESTIMATES:

- NEARLY 42,100 JOBS HAVE BEEN ADDED IN THE APPALACHIAN REGION AS HIGHWAYS CONNECTED INTERIOR COMMUNITIES WITH ATLANTIC AND MIDWESTERN MARKETS.
- THE STUDY ALSO SHOWED THAT NEARLY 84,000 PEOPLE HAVE MOVED INTO THE APPALACHIAN REGION SINCE THE ARC BEGAN IN 1965.
- CLEARLY, THE ARC STUDY ILLUSTRATES THE EMPLOYMENT AND PRODUCTIVITY IMPACTS OF HIGHWAY SPENDING.
- IT ALSO SHOWS ANOTHER IMPORTANT THEME PERTINENT TO OUR GOAL: HIGHWAY INVESTMENT IMPROVES MARKET ACCESSIBILITY.
- AND THE OUTCOME ENVELOPING ALL OTHERS IS SIMPLE TO SEE: THESE 12 COMPLETED HIGHWAY SYSTEMS HAVE GREATLY HELPED A DEPRESSED REGION BETTER POSITION ITS BUSINESSES -- IN THE REGION AND IN THE COUNTRY.
- THE DELTA REGION CAN BETTER ENJOY THESE SIGNIFICANT ECONOMIC OUTCOMES, TOO, IF THERE IS SUFFICIENT INVESTMENT IN A DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

AS WE TAKE THIS FIRST STEP TOWARD DEVELOPING THIS REGIONALIZED SYSTEM, LET’S BEGIN TO ASSESS SOME OF THE DATA, THE HARD FACTS, AS WE KNOW THEM TO BE. AND AS YOU GET TO KNOW ME, YOU WILL COME TO KNOW THAT THIS IS MY APPROACH TO POLICY DEVELOPMENT.

I WOULD PARAPHRASE THE OLD ADAGE, “GOOD POLICY MAKES GOOD POLITICS”. I BELIEVE, “GOOD FACTS MAKE GOOD POLICY, WHICH

MAKES GOOD POLITICS, WHICH MAKES GOOD OUTCOMES – FOR ALL CITIZENS AND FAMILIES.” THAT IS WHAT DRA IS ABOUT.

I ASSERT IT IS NOT ENOUGH TO SHOUT A CLAIM AND THEN PROCEED TO ACT ON IT – WE DO NOT PROCEED THAT WAY AT THE DRA. THE DELTA REGIONAL AUTHORITY IS, IF YOU WILL, A "NEW BREED" OF GOVERNMENT AGENCY. WE ANALYZE THE EMPIRICAL DATA AND USE IT AS THE BASIS TO ALLOCATE OUR RESOURCES AND FRAME OUR DECISIONS ON POLICY, TRANSPORTATION IN THIS CASE.

WISHES WON'T MAKE IT SO--FACTS WILL--OR WON'T. THIS IS HOW THE DRA OPERATES AND THIS IS WHY WE ARE ACCOUNTABLE WITHIN OUR PROGRAMMING.

**THE FACTS:**

MOST OF US CAN EASILY ENOUGH OBSERVE THE BENEFITS OF HIGHWAY INVESTMENT:

- NEW MARKETS ARE OPENED,
- ACCESSIBILITY IS IMPROVED AND
- JOBS ARE CREATED BECAUSE OF THESE TWO FACTORS.

IRONICALLY, THE MEASURABLE IMPACTS OF SUCH INVESTMENT ARE LESS UNDERSTOOD. TOGETHER, WE WILL MAKE SUCH FACTS KNOWN. RESEARCH ON THIS TOPIC HAS BEEN UNDERTAKEN BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA), AND THE RESULTS CONFIRM WHAT MANY OF YOU ALREADY KNOW WHAT THE DELTA REGIONAL AUTHORITY IS PROMOTING: THAT IMPROVED TRANSPORTATION IS CRUCIAL FOR OUR REGION TO COMPETE IN TODAY'S MARKETPLACE.

ACCORDINGLY, LET’S GET TO THE FACTS – THE FACTS THAT GIVE US THE CONFIDENCE TO PROMOTE CHANGE IN NATIONAL TRANSPORTATION POLICY, OR AS THE FHWA’S DR. JACOBY STATES, THE “ECONOMY OF HIGHWAYS”.

**FHWA RESEARCH:**

IT HAS BEEN NOTED IN SEVERAL STUDIES BY THE FHWA THAT PEOPLE IN RURAL AREAS WOULD SHARE IN INNUMERABLE BENEFITS FROM A TRANSPORTATION POLICY THAT DOES THE FOLLOWING:

- IMPROVES SAFETY AND REDUCES THE HUMAN AND MATERIAL BENEFITS ASSOCIATED WITH THE OPERATION OF THE TRANSPORTATION SYSTEM,
- ALLOWS RESIDENTS OF RURAL AREAS AND SMALL COMMUNITIES ACCESS TO THE DESTINATIONS AND GOODS THAT WILL IMPROVE THE QUALITY OF THEIR LIVES;
- PROVIDES THE SERVICE THAT WILL AFFORD SMALL COMMUNITIES AND RURAL AREAS THE OPPORTUNITY TO FULFILL THEIR ECONOMIC GROWTH AND TRADE POTENTIAL,
- ENHANCES THE SOCIAL STRENGTH AND COHESIVENESS OF SMALL COMMUNITIES WHILE PROTECTING THE NATURAL ENVIRONMENT; AND
- MAINTAINS NATIONAL SECURITY AND BORDER INTEGRITY FOR THE WELL BEING OF ALL AMERICANS.
- THE DELTA REGION CAN ENJOY THESE VERY, VERY IMPORTANT BENEFITS, TOO, IF THERE IS SUFFICIENT INVESTMENT IN A DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

LET US NOW LOOK AT SOME OF THE SPECIFIC BENEFITS THAT EMERGE FROM INVESTMENT IN OUR TRANSPORTATION SYSTEM.

FIRST, ONE OF THE MORE TANGIBLE BENEFITS OF HIGHWAY INVESTMENT IS THE IMMEDIATE EMPLOYMENT GENERATED BY CONSTRUCTION. FEDERAL HIGHWAY ADMINISTRATION RESEARCH SHOWS THAT EVERY \$1 BILLION OF HIGHWAY INVESTMENT SUPPORTS:

- 8,390 FULL-TIME, ON-SITE CONSTRUCTION JOBS. THIS IS WHAT IS REFERRED TO AS DIRECT EMPLOYMENT.
- 20,924 JOBS IN SUPPLYING INDUSTRIES, OR INDIRECT EMPLOYMENT.
- 15,395 JOBS ARE SUPPORTED IN INDUSTRIES BENEFITING FROM DIRECT OR INDIRECT EMPLOYMENT.
- RUN THE NUMBERS HERE: THE IMPACT OF \$1 BILLION OF HIGHWAY INVESTMENT IS SOME 44,709 FULL-TIME JOBS.

- THE DELTA REGION CAN ENJOY SUCH EMPLOYMENT GROWTH, TOO, IF THERE IS SUFFICIENT INVESTMENT IN A DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

TWO OTHER STUDIES BY THE FEDERAL HIGHWAY ADMINISTRATION CAN HELP US BETTER UNDERSTAND THE RELATIONSHIP BETWEEN HIGHWAY INVESTMENT AND PRODUCTIVITY. THESE STUDIES, CONDUCTED IN 1998, SHOW THAT, AT A NATIONAL LEVEL:

- A \$1 INCREASE IN THE NET HIGHWAY CAPITAL GENERATES APPROXIMATELY 30 CENTS OF "COST SAVINGS" BENEFITS PRODUCED ANNUALLY.
- THE VALUE OF THE NON-LOCAL ROAD NETWORK GENERATES PRODUCTION COST SAVINGS OF SOME 24 CENTS ANNUALLY.
- THIS SUGGESTS JUST A FOUR-YEAR PAYBACK PERIOD FOR INCREASES IN THE VALUE OF THE NON-LOCAL HIGHWAY NETWORK.
- FOR THE ENTIRE HIGHWAY NETWORK, INCLUDING LOCAL STREETS AND ROADS, THE AVERAGE COST SAVINGS IS SLIGHTLY LOWER THAN 18 CENTS FOR EACH ADDITIONAL \$1 INCREASE. THIS INDICATES ABOUT A FIVE-YEAR PAYBACK PERIOD FOR INCREASES IN THE VALUE OF THE HIGHWAY NETWORK.
- THE DELTA REGION CAN ENJOY MORE OF THOSE INCREASES IN PRODUCTIVITY, TOO, IF THERE IS SUFFICIENT INVESTMENT IN A DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

#### **THE STATE OF MARYLAND'S RESEARCH:**

THE FHWA PROVIDED TECHNICAL ASSISTANCE TO THE MARYLAND STATE HIGHWAY ADMINISTRATION FOR A STUDY ON THE EMPLOYMENT AND PRODUCTIVITY IMPACTS OF STATE HIGHWAY INVESTMENT. TOWSON UNIVERSITY'S REGIONAL ECONOMIC STUDIES INSTITUTE COMPLETED THE RESEARCH IN DECEMBER 1998.

THE RESEARCH SHOWS THAT \$933 MILLION OF ANNUAL STATE HIGHWAY EXPENDITURES SUPPORTED:

- 23,400 FULL-TIME JOBS IN MARYLAND BETWEEN 1991 AND 1996.

- ADDITIONALLY, \$2.7 BILLION IN MARYLAND'S OUTPUT OF GOODS AND SERVICES WERE SUPPORTED BY HIGHWAY AND MAINTENANCE EXPENDITURES, RESPECTIVELY EQUALING 1.2 AND 2.0 PERCENT OF MARYLAND'S TOTAL JOBS AND OUTPUT.
- ON TOP OF THAT, THE MARYLAND STUDY SHOWED THE STATE RECEIVING \$206 MILLION IN TAX REVENUE, INCLUDING \$40 MILLION IN STATE AND LOCAL INCOME TAXES, \$96 MILLION IN SALES TAXES AND \$70 MILLION IN FEDERAL PAYROLL TAXES.
- FULLY 10 PERCENT OF AVERAGE ANNUAL GROWTH IN TOTAL FACTORY PRODUCTIVITY IN MARYLAND BETWEEN 1982 AND 1997 CAME ABOUT FROM HIGHWAY INVESTMENT. THE INVESTMENT ALSO EXPLAINS 4 PERCENT OF MARYLAND'S TOTAL ECONOMIC GROWTH IN THE LAST 15 YEARS.
- THE DELTA REGION CAN ENJOY SUCH ECONOMIC AND FINANCIAL RETURNS, TOO, IF THERE IS SUFFICIENT INVESTMENT IN A DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

**THE STATE OF KANSAS RESEARCH:**

DURING THAT SAME PERIOD, A STUDY BY THE KANSAS DEPARTMENT OF TRANSPORTATION ESTIMATED THAT:

- AN AVERAGE OF 19,636 JOBS WERE SUPPORTED ANNUALLY BY HIGHWAY INVESTMENT.
- THE DELTA REGION CAN ENJOY SUCH A JOB BASE, TOO, IF THERE IS SUFFICIENT INVESTMENT IN A DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

**THE STATE OF WISCONSIN RESEARCH:**

ANOTHER STUDY WE SHOULD BE AWARE OF: IN 1998, THE WISCONSIN DEPARTMENT OF TRANSPORTATION INITIATED A CORRIDORS 2020 PLAN TO LINK ALL COMMUNITIES WITH OVER 5,000 PEOPLE. THIS PLAN TARGETED STATE HIGHWAY INVESTMENT AND LOCAL DEVELOPMENT GRANTS TO AREAS ALONG THE DESIGNATED CORRIDORS.

ANALYSIS OF THE PROGRAM SHOWED THAT WISCONSIN HIGHWAY INVESTMENT ACCOUNTED FOR:

- 86 PERCENT OF MANUFACTURING JOBS IN THE STATE IN 1996 WHICH WERE LOCATED IN COMMUNITIES WITHIN FIVE MILES OF A CORRIDORS 2020 ROUTE;
- 77 PERCENT OF THE WISCONSIN'S MANUFACTURING FIRMS THAT SAME YEAR WERE LOCATED IN COMMUNITIES WITHIN FIVE MILES OF A CORRIDOR 2020 ROUTE, AND THAT
- 87 PERCENT OF THE 1,912 NEW AND EXPANDING FIRMS IN WISCONSIN FROM 1990 TO 1996 WERE ALSO LOCATED WITHIN FIVE MILES OF A CORRIDORS 2020 ROUTE.
- THE DELTA REGION CAN ENJOY SUCH ECONOMIC DEVELOPMENT AND ECONOMIC GROWTH, TOO, IF THERE IS SUFFICIENT INVESTMENT IN A DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

**THE LOWER MISSISSIPPI DELTA DEVELOPMENT COMMISSION:**

LET'S RECALL SOME HISTORY.

IN 1988, THE U.S CONGRESS ESTABLISHED A BIPARTISAN COALITION, THE LOWER MISSISSIPPI DELTA DEVELOPMENT (LMDD) COMMISSION TO STUDY THE UNIQUE PROBLEMS OF OUR REGION AND MAKE RECOMMENDATIONS FOR FUTURE ACTION, OF WHICH, 55 OF THE COMMISSION'S RECOMMENDATIONS FOR ACTION WERE DIRECTLY RELATED TO TRANSPORTATION.

CHAIRER BY THEN-ARKANSAS GOVERNOR, BILL CLINTON, THE COMMISSION ALSO HAD ON BOARD RODNEY SLATER, WHO, OF COURSE, BECAME THE SECRETARY OF TRANSPORTATION. AT THE TIME OF THE 1990 COMMISSION REPORT, MR. SLATER MADE THE FOLLOWING COMMENT, WHICH I THINK BEARS REPEATING FOR THE PURPOSE OF THIS SUMMIT:

"WHEN YOU THINK OF TRANSPORTATION, IT'S ABOUT MORE THAN CONCRETE, ASPHALT AND STEEL. IT'S ABOUT PEOPLE. PEOPLE GETTING TO WORK, TAKING THEIR CHILDREN TO SCHOOL, AND PURSUING THEIR HAPPINESS THROUGH THEIR TRAVELS. TRANSPORTATION IS A TOOL FOR PEOPLE TO REALIZE THEIR FULL POTENTIAL. THEREFORE, AN INVESTMENT IN INFRASTRUCTURE TRANSLATES TO INVESTMENT IN PEOPLE."

THAT STATEMENT CAPTURES MY SENTIMENTS EXACTLY, AND THE SENTIMENTS OF ALL OF US INVOLVED IN THE DELTA REGIONAL AUTHORITY. STATISTICS, GRAPHS, CHARTS CAN ALL CLEARLY SHOW THE ECONOMIC BENEFITS AND COST-EFFECTIVENESS OF HIGHWAY AND TRANSPORTATION CONSTRUCTION.

HOWEVER:

- IT IS HARD TO CHART A FATHER WHO SUDDENLY HAS MEANINGFUL WORK AFTER MONTHS OR YEARS OF HARDSHIP.
- IT IS HARD TO GRAPH THE EMOTIONS OF A CHILD WHO WILL HAVE FOOD TO EAT, OR TOYS AT CHRISTMAS.
- SUCH OUTCOMES ARE, ULTIMATELY, WHAT WILL BE BROUGHT FORTH THROUGH THE MISSION THAT THE DRA HAS BEEN CHARGED WITH, SUCH AS RESEARCHING AND INVESTING IN THE TRANSPORTATION NEEDS OF OUR REGION.

PLANNING IS THE KEY:

- WE MUST STUDY THESE REPORTS FROM WHICH I'VE CITED, LEARN FROM THEM, AND APPLY THEM TO OUR REGION.
- WE MUST CALL ON THE ASSISTANCE AND EXPERTISE OF THOSE WITH EXPERIENCE IN THE TRANSPORTATION SECTOR, MANY OF WHOM I SEE IN THE AUDIENCE.
- BY THE DELTA REGIONAL AUTHORITY BEING ACCOUNTABLE WITH OUR INVESTMENT RESOURCES, FUNDING WILL GO DIRECTLY TO WHERE IT IS NEEDED AND NOT CAPRICIOUSLY THROWN AT A PROBLEM.

WITH THIS APPROACH, WE WILL SEE OUR EFFORTS BEAR THE FRUIT OF THE AFOREMENTIONED STUDIES:

- JOBS FOR OUR PEOPLE,
- COMPETITIVENESS FOR OUR REGION AND, MOST IMPORTANTLY,
- A RENEWED SENSE OF DIGNITY AND MERIT.
- IT IS POSSIBLE, WITH SUFFICIENT INVESTMENT IN THE DELTA REGIONAL HIGHWAY TRANSPORTATION SYSTEM.

THE DRA HAS BEFORE IT A MOMENTOUS AND CRITICAL MISSION.

IT IS TO BRING ECONOMIC RELIEF, AND CONSEQUENTLY, HOPE, TO A REGION IN NEED OF BOTH.

OUR MESSAGE IS NOT NEW BUT OUR APPROACH CERTAINLY WILL BE. WE HAVE SEEN AND STUDIED THE PAST SUCCESSES, AND WE STAND AT A UNIQUE HISTORICAL CROSSROADS.

THE WHOLE NATION WILL BE WATCHING US AS WE WORK TO BRING ABOUT POSITIVE CHANGE IN THE REGION.

WE CANNOT FAIL. WE WILL NOT FAIL AT OUR ASSIGNED MISSION. THANK YOU.