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BEFORE THE

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Chairman Rockefeller, Ranking Member Thune, Members of the Committee, it is an honor for me to appear before you today as President Obama's nominee for Under Secretary of Transportation for Policy.

Having served on the staff of a Senate Committee for 22 years, I know that the confirmation process is one of the most important constitutional responsibilities of the Senate. So I come to this hearing with great humility and respect for the process.

My experience in transportation policy began roughly 25 years ago when, in 1989, Appropriations Committee Chairman Robert C. Byrd gave me the opportunity to move from the staff of the subcommittee on Labor, HHS and Education to the Transportation subcommittee. I then served for 19 years on the staff of the Transportation Subcommittee, including 14 years as the Democratic Staff Director of the Subcommittee.

I am deeply proud of my contributions during that time assisting the Senate in advancing improvements and new initiatives to make our transportation system across all modes safer and more efficient. My work included serving as a principal staff advisor for numerous groundbreaking transportation policy initiatives, including the .08 BAC drunk driving law, new maritime screening efforts to ban substandard ships and polluters from U.S. ports, new inspection regimes to ensure the safety of cross-border truck movements, new training and recruitment mechanisms for air traffic controllers, new drug and alcohol testing requirement for transportation industry employees, new Federal assistance measures for accident victims, and the development of new aviation user fees to finance security requirements and targeted unemployment benefits for aviation workers in the wake of 9/11. I was also heavily involved in efforts to strengthen safety inspections of substandard trucks, cargo vessels, and pipelines. Together, these laws and regulations are credited with saving tens of thousands of lives.

In April 2009, the President nominated me to serve as his Federal Transit Administrator, and the Senate confirmed me to that position in May of that year.   This past January, the President directed me to serve as the Undersecretary of Transportation for Policy on an acting basis. My nomination to serve in that position is now before you.

As Administrator of the Federal Transit Administration (FTA), I presided over the significant modernization of an $11 billion agency with more than 500 employees and 200 contractors here in Washington and ten Regional offices. Throughout my tenure as

the agency's Administrator, the FTA never failed to obtain a clean audit opinion while administering billions of dollars in grant funds to literally hundreds of grantees. These grantees ranged from our largest and most complex urban systems to small van pools providing critical medical transportation in sparse rural communities and tribal lands.

While Administrator, I presided over the transition from SAFETEA-LU to a new, two-year surface transportation authorization, MAP-21. The new law reflects many of FTA's and the U.S. Department of Transportation's highest policy priorities to strengthen public transportation. In particular, the Administration developed and transmitted new safety legislation to Congress which is now part of MAP-21, granting FTA new authority for the first time in its 50-year history to establish and enforce minimum transit safety standards on all federally funded rail transit systems.

I am particularly proud of my effort to streamline the FTA's processes, including the New Starts program—the agency's major capital public transportation program for expanding transit systems. We have substantially transformed the approach away from a "Washington knows best" attitude to one where the FTA works to help state and local leaders deploy their own vision for improved mobility in their community. We also made substantial improvements in the FTA's triennial audit and review process – moving away from a "one size fits all" enforcement exercise to one focused on each transit agency's unique characteristics while ensuring continued Federal compliance as they take on new challenges. I also initiated important revisions and clarifications to FTA's policies to better guarantee that all funding recipients comply fully with federal civil rights laws including the Americans with Disabilities Act.

Currently, as Acting Under Secretary of Transportation for Policy, I have had the pleasure of assisting Secretary Foxx and our modal administrators in developing, finalizing, and formally transmitting to Congress a comprehensive multimodal surface transportation reauthorization act – the GROW AMERICA Act. The GROW AMERICA Act is a $302 billion, four-year transportation reauthorization proposal built around the policy imperatives presented by the fact that our nation will see an additional 100 million citizens by the year 2050 – 100 million citizens that will put dramatically increased demands on our surface transportation system, both in moving people and freight.

The year 2050 may seem far away to some of us. But as the parents of two teenagers, my wife and I often reflect on the fact that, in the year 2050, our kids will be roughly the ages that we are now. And they will either be working in an economy that continues to grow and supports a rising quality of life, or they will be struggling in an economy whose potential has been choked off by punishing congestion and deteriorated infrastructure.

Those are the competing visions for the future that all of us as transportation policymakers face today, including the Members of this Committee. I would very much appreciate the opportunity to continue to work with this Committee and the rest of Congress as we tackle these challenges together in the years ahead.

Thank you for the opportunity to present my testimony this afternoon. I would be happy to answer any questions you may have.