

## APPENDIX A

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### SPEECH BY FEDERAL HIGHWAY ADMINISTRATOR RODNEY E. SLATER ANNOUNCING NATIONAL AUTOMATED HIGHWAY SYSTEM CONSORTIUM RESEARCH PROGRAM, OCTOBER 21, 1993

I would also like to extend a warm welcome to each of you for coming to what I believe to be a historic meeting—historic in our efforts to improve safety and mobility of the vehicle highway system and another step forward to this new era for the system.

And what a time to begin. One hundred years ago this month the Federal Highway Administration's predecessor agency, the Office of Road Inquiry, was established to improve the science of road-building in the United States. At this same time the automobile was born. So it is appropriate and symbolic that we kick off this effort this month to improve and evolve the vehicle highway system with this great step forward.

Over the course of these 100 years, automakers and road builders and operators have tended to pursue their own professions separately from each other. In the Automated Highway System we must unite these professions to succeed, using the groundwork laid by the broader IVHS program.

The consortium called for in the AHS effort will involve such cooperation, and unlike previous programs, this is a new partnership between the public and private sectors, in magnitude and in scope. It is not doing business as usual. The President and the Vice President have charged us to reinvent government. The AHS program is right in line with that charge.

In 1893 the horseless carriage was just coming to the attention of road transportation, but it was the beginning of a new era of improved mobility and safety. AHS is a key part of the vision for transportation in the next century, and those of us involved in the program now and over the next few years are critical in helping this new era come to pass. As we involve ourselves in this great endeavor, we will welcome the future. We will embrace it. Yes, we will create it.

Why is the Department of Transportation pursuing this development of AHS so vigorously? Let me share with you my sense of the need for the Automated Highway System and the potential benefits created by the future deployment of this system.

Our current highway transportation system, as effective and as elegant as it is, is at a critical crossroads in its evolution and has started to plateau in its ability to provide significant new operating performance in its present form. The deployment of IVHS technologies will offer substantial performance improvements in this and in coming decades.

However, the benefits to be derived from a mature IVHS system will be limited by the abilities of the person in the driver's seat. This, combined with increasing traffic demand and our nation's desire for greater safety on the roads and lessened environmental impact, compels us—yet, it challenges us—to consider this next major leap: full automation of the driving function.

The automated control of vehicles operating on designated facilities in high-priority traffic corridors clearly holds realistic promise of successfully addressing all of these user needs. We see this high-performance highway system as the next major evolutionary stage of surface transportation.

The mandate given to us in the Intermodal Surface Transportation Efficiency Act of 1991 to demonstrate a prototype AHS by 1997 is an important program milestone. We will proceed beyond that point to select the best possible AHS system configuration, a system which will form the basis for the next major performance upgrade of the vehicle highway system in this country. This process of selection will involve extensive research, development, testing, and evaluation from the technical vantage point, as well as a thorough and realistic assessment of institutional and societal issues which will influence AHS deployment.

Throughout this endeavor, we will aggressively reach out to shareholders and to stakeholders to involve them in the decision-making process, beginning with the establishment of the National AHS Consortium. This consortium—in partnership with FHWA, with NHTSA, and with other members of the DOT family—will be the focal point for this nation's AHS program, and as such we will be seeking to partner with a consortium which represents the key stakeholders: state and local transportation agencies; the vehicle industry; the highway design industry; and the electronics and communications industry.

And in order to tap their creativity, this program will provide significant opportunities for small businesses, disadvantaged businesses, as well as historically black colleges and universities. This is the first Federal Highway Administration solicitation which will include an evaluation factor for small, disadvantaged business participation.

President Clinton has issued a clarion call to rebuild America. In response to that call and challenge, Secretary Peña has established some very straightforward goals for the Department of Transportation, and the Automated Highway System is one of the major initiatives within the federal IVHS program which addresses all of these goals. They total five, and I would like to just mention them briefly.

First, our highest priority is to get our economy moving and to create jobs through strategic transportation investment. Our investment in the Automated Highway System, through the partnership to be further discussed here today, represents a major Department of Transportation research and development program. It will support significant activity and research in the academic sectors of our economy and will spark the creation of significant new markets for private-sector products and services. In short, it provides the opportunity for U.S. industry to stake out a dominant position internationally in the unique technologies that will comprise the future Automated Highway System.

Second, we must ensure that our investments improve daily life by making travel safer and less stressful. As I mentioned earlier, the Automated Highway System offers the potential for dramatic changes in the driving experience, such that safety would be vastly increased and drivers would be free from the stress of driving in heavy, congested traffic. The expected ability of an Automated Highway System to handle large volumes of traffic also creates benefits for the entire road network, relieving stress on the surrounding highways, thereby benefiting all users.

Our third goal: We must develop and apply new technologies that will create new industries. The process has already begun in this program, with the analysis contracts over the last few months totaling almost \$15 million. Thus, the creation of the automated highway industry has already begun.

Several of these firms are defense contractors seeking an opportunity to apply their considerable experience and technology, such as sensors and fail-safe systems and a complex system design, to this new era of research and this new area of research. The automated highway program is perfectly positioned to harness these military technologies and to convert them for civilian use.

Our fourth goal: Our strategic transportation investments should be made in ways that will enhance the environment. The Automated Highway System provides direct environmental benefits over manual control of vehicles, and an important part of the stakeholder outreach effort during the development of the Automated Highway System will be to the environmental community.

And, finally, we must integrate all modes of transportation into a seamless system for moving goods and people. The Automated Highway System is expected to provide a highly effective highway system which can be integrated with other personal and public transportation options to result in a much-improved surface transportation system. The exciting possibilities for such integration are limited only by our imagination and our willingness to think anew.

In conclusion, this administration is committed to harnessing state-of-the-art technology to improve national productivity and our quality of life. Through technology development, transfer and reinvestment and through

national consensus-building, we can, we will—we will—develop an Automated Highway System which will revolutionize our approach to safety and mobility.

We encourage your participation in this great endeavor, knowing that your creating energies and determined efforts will assure that the United States transportation system—both the roads and the vehicles which operate on them—will be safer, more effective, and responsive to the challenges of the 21st century.

It is said that once the mind reaches forth to embrace a new idea, it can never return to its former state. Let us not work without this in mind, and let us not rest until this great work is done.

Thank you.