

STATEMENT OF
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BEFORE THE COMMITTEE ON ENVIRONMENT
AND PUBLIC WORKS
UNITED STATES SENATE
CONFIRMATION HEARING AS ADMINISTRATOR
OF THE
FEDERAL HIGHWAY ADMINISTRATION

JULY 17, 1989

Good afternoon Mr. Chairman and Members of this Committee. I am honored to appear before you as President Bush's nominee as Federal Highway Administrator. I also wish to express my sincere appreciation to Secretary Samuel Skinner for his confidence, support, and recommendation.

I have a brief statement concerning my role as Federal Highway Administrator, should I be confirmed to that position, and then I would be pleased to answer any questions.

My background is largely in transportation related areas--a number of years as a Professor of Civil Engineering, research and transportation planning here and in several foreign countries, work with a highway contractor, and then, most recently, 8 years as Secretary of Transportation for the Pennsylvania Transportation Department. Because of my many trans-careers, it may have seemed to some that I have had trouble holding a job and, since that may

be so, it is certainly a signal honor to be here before this Committee seeking your support for the Nation's highest post in highway administration. All the changes appear to have been worthwhile!

My enthusiasm for service with the Federal Highway Administration follows in part from my background, for as just noted, this would provide a capstone to any transportation career. But even more, my enthusiasm springs from the opportunity to work with this Committee and others in Government and the private sector towards major highway legislation for 1992 and beyond.

Secretary Skinner has committed to a careful strategic planning exercise to help chart the path towards reauthorization. Participation in that planning activity and the reauthorization legislation is my highest priority.

Other opportunities are also important. Especially, we must assure that the Federal Highway Administration, one of the finest agencies in the Federal Government, continues its tradition of innovation as we move on to new courses to be set in 1991.

New technology will be an ever-accelerating force for change in transportation. I believe the Federal Highway Administration must be in the vanguard of highway technology worldwide. This has been our tradition - this must be our future. In our increasingly

competitive global economy, the FHWA can play a role in facilitating use of U.S. know-how, and equipment and technology to the advantage of our U.S. businesses and our highway systems. I believe this will be an increasingly important opportunity.

And while all else is going on, the Federal Highway Administration has the great responsibility of assuring that billions of dollars in taxpayers' money are spent in accordance with the guidance provided by the Congress to the benefit of the entire U.S. population using the best and most effective management practices. I am personally committed to achieving this objective.

In closing, I would note my awareness of the difficulties attending this position, this highway enterprise--growing congestion in urban areas, diminished connectivity in rural areas, extensive bridge needs, unacceptable death and injury on our highways, threats to the environment, scarce resources and much more. Given such demanding intractable issues, it becomes increasingly important to remember that mobility remains a central empowering feature to our society and our economy. I look forward to your guidance in dealing with the tough issues and in providing for that mobility near the close of the 20th century and planning for it into the 21st Century. Thank you for your time and consideration.