

Statement of Polly Trottenberg
Acting Under Secretary of Transportation for Policy
U.S. Senate Committee on Commerce, Science and Technology
December 4, 2012

Thank you Chairman Rockefeller, Ranking Member Hutchison, and Members of the Committee. It is a privilege to appear before you today as President Obama's nominee for Under Secretary of Transportation for Policy.

I am honored by this nomination and the opportunity to serve our nation and the Administration. And I am grateful to Secretary Ray LaHood for his leadership and support.

I would like to introduce my family – my husband Mark Zuckerman, my stepdaughter Naomi, my stepson Noah, my niece Mallory, my sister-in-law Suzanne Pillsbury, and my nephew Sam Trottenberg. I would also like to gratefully acknowledge the friends and colleagues who are here today.

I have been honored to serve as Assistant Secretary for Transportation Policy since July of 2009 and as Acting Under Secretary of Transportation for Policy for the last year.

Prior to arriving at DOT, I spent the majority of my career helping shape transportation policy in the U.S. Senate. In my 12 years serving here, I had the honor of working for Senators Barbara Boxer, Charles Schumer, and the late Daniel Patrick Moynihan.

I served as Executive Director of Building America's Future, a bipartisan coalition of state and local elected officials chaired by former Governor Rendell, former Governor Schwarzenegger and Mayor Bloomberg, which seeks to promote infrastructure investment. I also worked at both the Massachusetts Port Authority and the Port Authority of New York and New Jersey, where I learned firsthand about the challenges some of our nation's busiest ports and airports face.

In my current role at DOT, I have the responsibility of overseeing the Department's surface and aviation policy efforts in several major areas, with a focus on our key strategic goals: safety, state of good repair, economic competitiveness, livability and environmental sustainability.

The Policy Office is currently coordinating the Department's implementation of the new bipartisan surface transportation legislation, MAP-21. I would like to thank this Committee for its work on the bill, especially in the area of safety, which is the Department's highest goal. In addition, I would like to thank my former boss Senator Boxer, for her leadership in moving this bipartisan legislation through Congress.

We have worked diligently to provide State DOTs, transit agencies and MPOs with timely guidance on MAP-21's many new funding and programmatic provisions, starting this summer with a greatly expanded TIFIA loan program. We have also worked hard to provide the public and transportation stakeholders with many opportunities to engage and have input into this process.

To oversee the implementation of MAP-21's freight provisions, working with Senator Cantwell, DOT recently created a Freight Policy Council. The

Council brings together senior leadership, as well as policy, economic, safety and research experts -- to oversee the Department's freight policy work, including development of the National Freight Strategic Plan, as required by MAP-21.

The Policy Office is also working with the surface modes and stakeholder groups across the country to implement the new performance measure and performance-based planning requirements in MAP-21. We believe these important provisions will ultimately empower State DOTs, transit agencies, MPOs, elected officials and the public to make more informed and cost-effective transportation investment decisions. I would like to thank you, Mr. Chairman, and Senators Lautenberg and Warner, for your leadership in the area of performance measurement.

Prior to MAP-21, the Policy Office led the Department's cross-modal efforts to develop the Administration's surface transportation proposal. We are grateful that Congress adopted many of our recommendations. We expect that our MAP-21 implementation efforts will teach us many lessons and help shape our collective vision for the next surface transportation bill.

On the aviation side, the Policy Office works with FAA to focus on our number one priority, safety, and on the modernization of the air traffic control system through the implementation of NextGen. We are also working to promote the global competitiveness of U.S. air carriers and ensure that small and rural communities in this country have access to the national air transportation system through the Essential Air Service program.

Finally, my office has also overseen four rounds of competition through the TIGER Discretionary Grant Program. We have awarded \$3.1 billion to 218 transportation projects all across the country, leveraged tens of billions of dollars in additional public and private funding, and put thousands of Americans to work.

By applying principles of cost benefit analysis, performance measurement and innovative project delivery, DOT has funded projects with strong partnerships, accelerated schedules, and demonstrative benefits for the traveling public, their communities, and the nation. TIGER provided the Department with valuable lessons in innovative, multimodal project selection and we continue to work with the TIGER grantees to track their performance and long-term outcomes.

In conclusion, if confirmed, I pledge to continue our work with Congress and the transportation community to create a safer, more efficient, performance-based and multimodal transportation system that serves our citizens and their communities while creating jobs and economic opportunities.

I thank the Committee for its consideration of my nomination and would be happy to respond to your questions.