

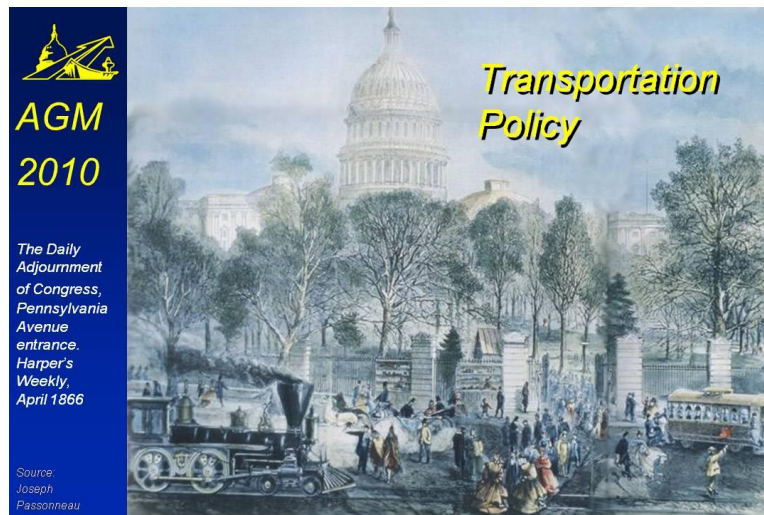
Comment by Leo Schefer November 30, 2010

Good afternoon.

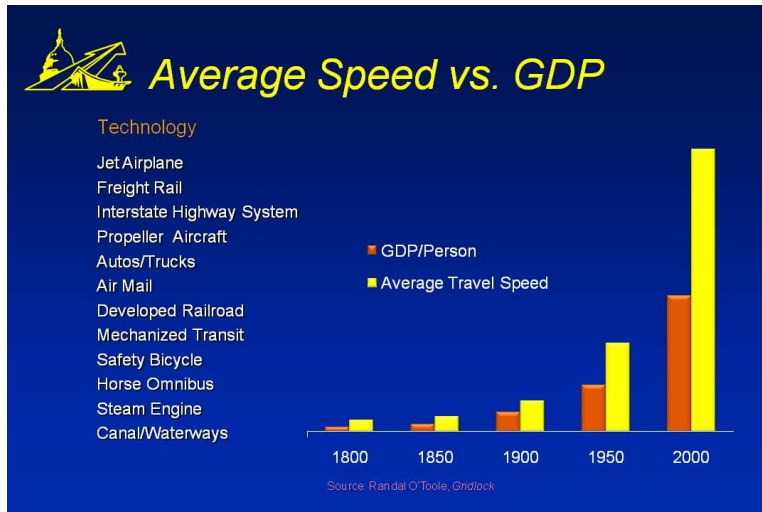
I'd like to add my thanks to David's for your sustained support over the last two years. We have used that support to help position this region for accelerated growth as we emerge from the recession.



Our friends at Boeing note that the Task Force has one foot firmly in aviation and the other equally firmly in the community. That offers a different perspective. I'd like to share some of those perspectives and leave the formal annual report to be found on our web site. It's available in printed form.



As you can see the railroad very nearly did run through the middle of the House! We haven't always enjoyed the wisest transportation policies but...



...over the centuries, we continually invested in our mobility and let entrepreneurship run free.

We invested in our infrastructure and in new ideas to ensure that we didn't plateau out as each mode reached its limits.

As you can see, there is a direct link between our mobility as a nation expressed as our average speed, and our GDP per capita.

Unfortunately, over the last 30 years we've done more talking and arguing than investing, worse we seem to have stopped welcoming new concepts. As a result, we have congestion in the air as well as on the ground.

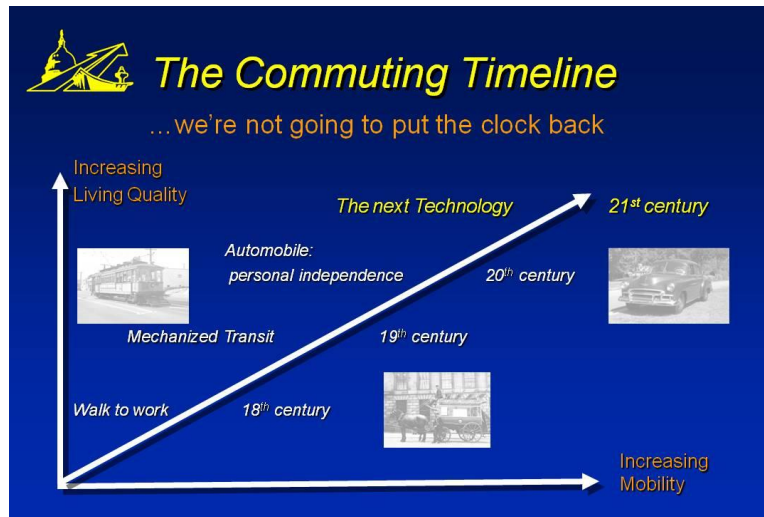
Air Traffic Control – the Lowest Hanging Fruit!

- 22% of jet fuel wasted by ATC and airport delays in 2007
- Washington/Baltimore Metroplex - Prototype for Next Gen "NOW"

That is why NextGen as well as improvements from airport capacity to aircraft and engine advances are so important.

NextGen for example will progressively provide an enormous increase in airspace capacity to support our economic growth.

So I would also like to take this opportunity to thank Administrator Randy Babbitt and the Federal Aviation Administration for selecting the Washington-Baltimore Metroplex as one of the first prototypes for NextGen Now. In three years time we together with DFW, should be well on the way to receiving the mobility benefits of NextGen.



Unfortunately, no such innovative thinking as NextGen is going into our highway network. After we completed the interstate system 30 years ago, we seemed to just stop.

Using conventional thinking, you can only get so much volume out of an existing right-of-way, and particularly in our cities it's virtually impossible to create new rights-of-way.

But there are new technologies that could lift our road networks onto a new plateau of capability. The key question is how do we treble the volume of our existing rights-of-way, improve safety, and increase travel speed? I assure you, the technologies are there to do it; the question is do we do it first or do we wait for other nations to do it and buy from them?



*The Federal Government
attracts organizations.*

*Airport access influences
where they locate.*

The second point concerns our region and its prosperity. Business today serves a world market and locates where it has good airport access.


Many of the companies that move into this region do so to be close to federal government agencies, but *where they locate in the region is largely determined by airport access.*

Consequently, if as a region we want the prosperity to diversify broadly across many localities, those localities need to work together to improve the road system, and thus their access to airports. If as a region we don't bring those improvements about, you can expect the prosperity to be concentrated in those localities that do have good airport access.




After World War II, technology replaced territory as the new coinage of world power and economic health.

The engineering to go farther, faster, and higher at less cost created new aerospace technologies which spun off into other industries, giving society new capabilities and our nation new products to sell around the world.



Bio-Fuel Development - Rapid Progress



- Continental now United, one of many airline demo flights with “drop-in” alternative fuel
- FAA Standards
- First regular airline use possible in 3-5 years

Source: Aviation Week

Aviation’s latest challenge is to develop a low-carbon or carbon-neutral drop-in bio-fuel that can be used with existing fossil fuels and existing aircraft fuel systems and engines.



In Ten Years

Growing Volume of Bio-Jet Fuel in Use

- Home Grown
- Price Stability
- Reduced Carbon Footprint



Readers of *Aviation Week* and *Air Transport World* know that this goal is not fanciful. Within 10 maybe even 5 years, a growing proportion of aviation’s fuel can be home grown, helping us toward energy independence, fuel price stability, and a reduced carbon footprint.

Once we can produce a drop-in bio-fuel for aircraft, it’s probably a small step to produce similar drop-in fuels for trains, ships, trucks and cars.

“Sustainability” has become a popular word so it’s worth noting that aviation is our most sustainable form of transportation.

Air transportation pays taxes instead of consuming subsidies. Air transportation has a very aggressive plan as I indicated, to stabilize fuel costs and cut emissions. So aviation gets punished

on Capitol Hill as air transport has no clear message; it speaks with a confused voice when it speaks at all.

So this Task Force's, last perception is to urge all the aviation factions to resolve their differences quietly then speak with one powerful voice, a voice that begins at the grass routes where people vote, and is then heard in Washington.

Thank you.