5.56

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

Contact: Bob Marx
Tel.: (202) 366-5580

STATEMENT BY SECRETARY OF TRANSPORTATION
SAMUEL K. SKINNER
ON THE BUDGET PACKAGE
October 1, 1990

The deficit reduction agreement worked out between the Administration and congressional leaders is a sound package that ensures all aspects of our economy will do their share to reduce the deficit, including the transportation sector.

The increase in the motor fuels taxes will contribute to this. Motorists in other industrialized countries have long contributed large portions of their gasoline taxes to the general treasury. For example, German and British motorists pay more than four dollars a gallon, with 66 percent and 63 percent respectively going to taxes, a substantial portion of which is used for general revenue purposes. Even with the proposed tax increase, Americans will still enjoy one of the lowest costs for gasoline in the world.

At the same time 50 percent of the increase will be dedicated to the trust fund to build up America's roads, bridges and public transportation. A renewed investment in infrastructure improvement, as was called for in our National Transportation Policy, can increase this nation's productivity and ensure an efficient flow of goods and services.

The plans for increases in revenues in aviation are workable, and we remain hopeful that the important provisions of the Administration's aviation reauthorization bill will receive congressional approval.

# # # #

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
INAUGURAL CONVENTION
TRANSPORTATION TRADES DEPARTMENT, AFL-CIO
OCTOBER 2, 1990
WASHINGTON, D.C.

- Thank you Richard I. Kilroy for that introduction.

- Congratulations on forming Transportation Trades Department within the AFL-CIO.

- May be the most significant movement in organized labor in this decade.

- Grew up in Springfield, Illinois -- Land of Lincoln -- drew my early thoughts about labor from Abraham Lincoln.

- In his first message to Congress, Lincoln said "Labor is prior to, and independent of, capital. Capital is only the fruit of labor, and could never have existed if labor had not first existed."

- Those words hold true in transportation today.

- Without the people who work in transportation our national system of trains, airplanes, automobiles, trucks, boats, and all the rest, would not remain in perpetual motion.

  -- capital would be nonexistent.

  -- economy would come to a halt.

- Transportation labor force is as diverse as the trades represented in this room.

- It's our responsibility -- mine, yours, and transportation management -- to assure that our transportation workforce has a safe and productive environment.

- Working on it within DOT, providing opportunities for advancement, improving working conditions, listening to problems of air traffic controllers.

- Another thing Lincoln said: "Labor is the superior of capital, and deserves much the higher consideration."

- He was careful to add: "Capital has its rights, which are as worthy of protection as any other rights."

- In other words, I submit that Lincoln was talking about the major issue in transportation today.

- That is the need for a partnership -- however loosely defined -- a better working relationship -- between labor, management, and government, especially in the century ahead.

- Not to suggest that unions must abandon jurisdiction and job protection concerns.

- Am suggesting -- and you are working in this direction -- that transportation unions look for ways to combine responsibility to members with cooperation, within labor, and among management and with government.

- Assure flexibility and responsiveness of the transportation system which is key to my job -- and to yours.

- When we think about the future of transportation, all priorities rest on integrating transportation network, closing gaps between modes so that each mode gets a synergistic effect from the others.

- Intermodalism has become a common word in vocabulary of transportation people.

- Nobody at DOT thinks of modes individually anymore, but as one national transportation system.

- Founding of Transportation Trades Department stems from this viewpoint. You are saying that unions need to look at crucial issues which transportation labor has in common -- to share resources and expertise in addressing common problems -- to develop consistency and mutual support.

- Organized labor recognizes what we at DOT recognize -- a movement toward greater integration

of transportation systems in order to compete in a global environment.

- Labor took the lead in forming this organization. Good that you are already putting into place an intermodal committee to provide coordination between workers in the various modes.

- You are on the right track and I want to work with you.

- Your views on all issues will be appreciated.

- Again, my hat is off to you for being out front in forming this organization.

- Transportation Trades Department can be a true leader in solving many transportation labor problems -- in education, in spotting and filling needed skills for the future, in communication.

- Urge you to let me work very closely with you to see that labor continues to be the bright star Lincoln considered it to be.

- By forming this new organization, labor recognizes what we at DOT recognize -- moving toward greater integration of transportation systems to compete in the world market.

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
PRESS ROUNDTABLE FOR U.S./CANADA AVIATION AGREEMENT
OCTOBER 3, 1990
WASHINGTON, D.C.

- U.S. and Canada conduct world's largest trading relationship.
- That relationship entered new era in 1988 with signing of Free Trade Agreement.
- Now need a complimentary aviation agreement in keeping with the NTP and goal of liberalizing global aviation markets.
- Today, Canadian Transport Minister Doug Lewis and I are announcing plans to pursue negotiations toward an open skies agreement beginning early next year.
- Existing bilateral agreement is 24 years old -- has run its course -- now a relic of the past.
- Must keep pace with the times -- time to tear down barriers of unnecessary international regulation.
- Need regime that is responsive to market demands and opportunities.
- Both countries now enjoy successful deregulated domestic markets.

- But international regulation has hampered market growth between U.S. and Canada in recent years.

  -- service to many cities is restricted.

  -- airline competition is inhibited.

- Minister Lewis and I share a new vision for a new market -- completely open U.S.-Canada aviation market.

- Today's market is by far our largest with another country -- 13 million passengers a year.

- Market's airline revenue exceeds $2 billion a year.

- New agreement holds vast potential.

  -- could allow all types of air service by all airlines between any cities in both countries.

  -- could result in billions in economic benefits.

  -- could generate two million more passengers a year.

- Hope this approach represents important step toward deregulating aviation markets worldwide.

VIDEO TAPING OF
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
INTERNATIONAL MOTORCYCLE SAFETY CONFERENCE
ORLANDO, FLORIDA
OCTOBER 5, 1990

(Conference theme is <u>The Human Element</u>)

Welcome -- and greetings from the U.S. Department of Transportation. We consider this International Motorcycle Safety Conference one of the most important highway safety meetings of 1990.

And because this conference takes place only once every 10 years, this also should be one of the significant safety events of the decade.

We are pleased to be both co-host and participant, through the auspices of the National Highway Traffic Safety Administration, which is an arm of the Transportation Department.

Motorcycles continue to be an enigma: They offer extremely efficient and pleasurable transportation, yet are intrinsically more dangerous than passenger cars because the user rides with so little protection. The motorcycle rider clearly can be aided substantially by advances in both crash prevention and crash protection.

Much of the responsibility for improvement rests with the rider. Your theme, "The Human Element," addresses that point exactly:

-- The human being on the motorcycle must take conscious, overt action to protect himself or herself;

-- The human being on the motorcycle must assume responsibility to perform soberly and intelligently.

This is not to overlook the car driver's role in motorcycle crashes. Many times the motorcyclist is the victim of a car driver's inattention.

In America we are concerned that even though motorcycle deaths have been decreasing, some of the decline simply parallels falling motorcycle registrations. Alcohol-related motorcycle crashes continue to dominate the statistics; the high proportion of unlicensed or improperly licensed riders involved in crashes remains stubbornly resistant to change.

Can this conference handle all these challenges? We don't expect pat answers. But we do expect recommendations.

What paths do we follow; which way lies improvement? If you can give us that guidance, this meeting will have been a success. And I am sure that it will be.

My best wishes for satisfying results, and thank you for being part of such an important effort. Your contributions are essential.

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE
OCTOBER 9, 1990
TULSA, OKLAHOMA

As a former prosecutor and United States Attorney in Illinois, you can be certain that you have an enthusiastic ally and advocate in Sam Skinner. I know firsthand the kind of frustrations and pressures you and your forces experience day-in and day-out. Your performance is always subject to close public scrutiny -- calling for a strength of character, as well as competence, exceeding most other professions.

Speaking of performance -- as an avid golfer, I thought I'd pass on a golf joke you might be able to relate to.

This guy just four-putted the 18th hole, threw his clubs into the golf cart in disgust, and drove to the club house. When he got there, he saw a squad car parked in front. As he walked toward the front door, a police officer stopped him.

"Did you drive from the 15th tee about a half hour ago?" the officer asked.

"Yes."

"Did you hook your ball over those trees and off the course?"

Puzzled, the golfer replied, "As a matter of fact, I did. Any problem?"

With a little anger and sarcasm in his voice, the officer said, "Well, as a matter of fact, there is. Your ball cracked the windshield of a car driving down the road. The driver was so startled he veered into a fire truck racing by and ran it off the road. The fire truck couldn't get to the fire, and the house burned down. Now what are you going to do about it?"

The golfer thought for a moment, pulled out his driver, and said, "Well, I'm going to start by opening up my stance a little and move my left thumb around a little more to the right."

That's not exactly my idea of improving performance! But seriously, improving performance is what it's all about -- whether on police squads all around this country or at the Department of Transportation.

I'd like to share a few thoughts with you about how we at the Department are trying to improve highway safety performance in conjunction with local traffic enforcement across the nation.

First of all, safety is -- and always has been -- our number one priority at the Department of

Transportation. It guides everything we do in all the different transportation sectors we're responsible for.

Highway safety is, of course, a principal focus of our safety efforts. Traffic fatalities account for more than 90 percent of all fatalities connected to transportation.

That's why our vigilance on highway safety remains as strong as ever. President Bush has given us three overriding highway safety goals:

Number one, the death rate from motor vehicle crashes is supposed to drop to 2.2 per 100 million vehicle miles by 1992. We reached that goal last year, three years ahead of schedule.

Now, no one likes talking about life and death in terms of mere statistics. The loss of one human life on our highways is one too many. But the fact is: Last year's fatality rate was the lowest in the nation's history, and everyone of you in this room deserves credit for this progress. You helped lower the rate three percent from the year before, and eleven percent from 1980.

Number two, President Bush is asking us to increase safety belt use to 70 percent of all motorists by 1992. At 47 percent, we've got a way to go, but the goal is attainable.

Number three, he wants to see substantial progress in reducing drunk driving. With half of all highway fatalities alcohol-related, this goal speaks for itself.

The role of law enforcement in achieving these goals is critical. And on behalf of the President, not only do I ask your help in achieving them, but I pledge to each of you to offer whatever help we can to assist you in your work.

It was in this spirit that we sponsored the Traffic Safety Summit last April in Chicago. There, for the first time ever, the Department of Transportation gathered law enforcement officials from all across the country -- including many of you here today -- for a three-day action summit. We wanted ideas for action, not just talk -- and we got it.

Our senior people went away with invaluable input and practical advice born of firsthand law enforcement experience in the field. Not only was the summit a great success, I'd say it exceeded our expectations.

We came away with some 98 recommendations dealing with the whole range of traffic safety concerns. We heard new ideas about how to fight drunk driving and how to keep people from mixing drugs and driving. Speeding and other dangerous practices were addressed. Some came up with excellent ideas on how

best to get people to buckle up and to strap their children into child safety seats. We also heard a number of good recommendations on traffic enforcement, on commercial driver licensing, and on enforcing truck safety inspections.

To put action to words, and to maintain the momentum created at the summit, we appointed a Traffic Safety Summit Implementation Group, comprised of eight police administrators. The group was asked to provide guidance and assistance to state and local law enforcement agencies on how to implement the most significant suggestions springing from the summit.

The Implementation Group met last month in Washington and organized itself into three subcommittees. One will deal with drunk driving initiatives, another with occupant protection and motor carrier safety, and a third with speeding and other hazardous violations.

The group is meeting here in Tulsa to review recommendations and set priorities. The members intend to hammer out an action plan that will help all of us meet the various goals we have set for ourselves and that the President has outlined.

A great deal has happened, and is happening, in traffic safety. The Chicago summit specifically encouraged the use of sobriety checkpoints. The Supreme Court has since affirmed the legality of this means of curbing drunk driving.

The door is now wide open for states to move ahead on this effective enforcement strategy. We have been preparing guidelines to assure uniform professional procedures. They should be ready soon.

We now have safety belt laws in 36 states and the District of Columbia covering 88 percent of the population. Still, less than half of all Americans buckle up. We need you to enforce those laws, and to lead by example.

That's why I am announcing today a new program called "Operation Buckle Down" to get police officers to enforce existing belt use laws and to wear their own safety belts.

Use of safety belts by officers both on and off duty is essential -- not only to protect the officer, but to send a positive message to motorists. If every police department in the country had a safety belt policy, and enforced that policy, we could save the lives of many officers and reduce injuries significantly.

On other fronts, we're pushing for universal state adoption of administrative license suspension laws. Automated speed enforcement devices will be field tested soon in New Jersey, Michigan, and Washington. On the beltway encircling Washington, D.C., photo radar is already being tested. Many states still don't have motorcycle helmet laws, and we're doing what we can to remedy that. But there's only so much we at the federal level can do. We urge you to get involved in every way you can.

At the same time, we recognize that government can go too far -- especially the federal government. That's why the Bush Administration maintains that speed compliance sanctions should be repealed. However, we still believe it's in the national interest that speed limits be kept to no more than 65 miles per hour.

The language of the 1991 appropriations bill sets a one year moratorium on 55 mile an hour compliance criteria and sanctions. That's good news. We're also hopeful that Congress will repeal existing compliance and sanction provisions. We need a more complex, and therefore more representative, measure of achievement.

I'm encouraged in other areas as well -- particularly in cooperative traffic enforcement efforts. I've witnessed

firsthand how well this approach works to increase enforcement and deter unlawful activity.

Last December, I had the opportunity to participate in a joint New York State Police and Nassau County Police sobriety checkpoint operation. I observed the use of the drug recognition technique. Both drunk and drugged drivers were arrested. The two field sergeants who supervised the operation told me that the relationship between the two departments had improved significantly because they had worked together on the project.

The Department of Transportation assisted two other very successful cooperative efforts. The first was Operation CO-FLAME. Held in July of last year, it involved the 15 states along the I-95 corridor. During this 24-hour operation, no traffic-related fatalities occurred, and more than 10,000 citations were issued. Officers made almost 300 criminal arrests involving drugs, weapons, stolen cars, and fugitives.

Operation CO-FLAME II took place last March. It, too, was very much a success. As a result, more interstate cooperative enforcement efforts are being planned across the country. And we're working with the IACP to support these efforts.

Although the most important aspect of your work is saving lives and preventing injury, the economic dimension of traffic safety enforcement is often overlooked. The economic cost alone of traffic crashes, deaths, and injuries exacts an immense toll on society. The cost of traffic crashes is about $74 billion a year. By comparison, the cost of personal and household crimes is about $13 billion.

The fact remains that twice as many Americans are killed every year on the nation's highways than are murdered. The financial loss resulting from motor vehicle crashes is nearly 10 times what is lost through criminal activity. And yet, the perception of most is that they face a greater risk from crime than from traffic accidents.

What this means for law enforcement is that it may become more difficult to maintain proper funding levels to enforce traffic safety. Traffic enforcement itself is in direct competition with criminal enforcement, especially drugs and related violent crimes.

That makes your work at conferences like these all the more important. It underscores the value of conducting another Traffic Safety Summit.

Those of you who attended the first one in April may remember the story I told about the man who hadn't

had a valid drivers license since 1979, and had been convicted for drunk driving five times.

In 1986, he struck a husband and wife as they were crossing a street in Chicago. He dragged the wife under his car for 75 feet before the engine stalled. She was killed and her husband was seriously injured. Fortunately, their five-year-old son wasn't with them at the time. The driver escaped on foot, but was arrested the next day.

Up to that point, this man -- who was a convicted felon -- had been arrested four times for drunk driving and four for driving without a license. The judge gave him five years for reckless homicide and three for DUI. But he didn't impose consecutive sentences. So the man spent only two-and-a-half years behind bars, and then was released in June 1989.

Nine months later -- right before the Traffic Safety Summit -- this same man was arrested in the Chicago area and charged with DUI and driving with a revoked license. He was also charged with assault, possession of a hypodermic needle, driving with an open container, and improper lane use.

He was put behind bars on $100,000 bond. That was reduced to $10,000, and he was released after posting only $1,000.

I checked on the status of this case last week. The man is nowhere to be found, although there's a felony warrant out on him. I hate to think what the circumstances might be when they run across him again.

One thing's for certain. This incident points directly to the next Traffic Safety Summit. It's scheduled for Orlando, Florida in June 1991, and its focus is going to be judicial and prosecutorial support in law enforcement. We're going to look hard at the whole system.

We will be looking to come up with ways to better integrate the criminal justice system, and provide concrete guidance for federal, state, and local efforts. We're convinced that by working together, we can improve the system and make significant progress.

I hope to see many of you there. Thank you very much.

5.51

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
AT&T LEGAL AND GOVERNMENT AFFAIRS MEETING
OCTOBER 10, 1990
ABSECON, NEW JERSEY

- World is changing remarkably.

  -- Germany now one nation.

  -- Eastern Europe, Soviet Union.

- Can be certain that global economy will never be the same.

  -- growing awareness of benefits of deregulation.

  -- advances in technology.

- What's at stake? America's competitive edge.
- Faced many tough challenges before.
- To succeed in the 21st century will take America's best across-the-board.
- America's up to the challenge: Look at Desert Shield.
- DOT's been involved in sealift and airlift.
- Raising CAFE standards is wrong course: safety, economy.
- America faces serious infrastructure deficit.
- Transportation in competition for limited funds.

- See that clearly in current budget battle.
- With NTP in hand, we're headed in right direction.
- Whether working on NTP or budget, enjoying job immensely.
- Probably best presidential cabinet in recent history.
- President is a magnanimous man, doesn't like pettiness.
- OMB--cabinet synergy. Governor Sununu.
- President's secret weapon -- Barbara Bush.
- Clearly, Administration's honeymoon is over.
- Outlook on the future: economy, elections.
- Ratification is <u>just</u>, compassionate thing to do.
- President Bush, Secretary Baker, and I urge Senate to bring treaties to floor for vote as soon as possible.

5.50

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
PRESS CONFERENCE FOR INFRASTRUCTURE TECHNOLOGY FAIR
OCTOBER 10, 1990
WASHINGTON, D.C.

- Delighted to be here with Chairman Anderson and J.P. Hammerschmidt.

- Few matters more urgent than America's deteriorating infrastructure -- amounts to a third deficit.

- Even in these tight budget times, can't lose sight of how high stakes are in addressing, or failing to address, infrastructure deficit.

- Total spending on transportation estimated at 17% of GNP.

- Transportation employs 11 million, about 11% of work force.

- Clearly, transportation is the backbone of America's economic strength -- has direct bearing on U.S. productivity.

- Any emphasis on growth-oriented investment must include infrastructure and its supporting technology.

- Private sector must play larger role.

- Participants here today are essential in that effort.

- Simply cannot allow our deteriorating infrastructure to threaten our international competitiveness at this time.

- Main challenge is to elevate importance of infrastructure and technology investment to level it deserves.

- Equation is clear: Investment in infrastructure equals economic growth and productivity. Failure to invest in infrastructure equals economic decline.

- That message has to kept firmly in mind as we address America's number one deficit at this time -- budget deficit.

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
NAVAL AVIATION MUSEUM FOUNDATION
PHASE III EXPANSION DEDICATION
OCTOBER 12, 1990
PENSACOLA, FLORIDA

Thank you very much, Admiral (Thomas) Moorer for that kind introduction. I am privileged to be here today to participate in this dedication and to bring you this message from the President of the United States:

"I am delighted to send greetings to all those gathered at Pensacola Naval Air Station for the dedication of a new addition to the National Museum of Naval Aviation.

"From the first precarious shipboard landings to today's highly sophisticated carrier operations, the legacy of Naval Aviation has been forged by individuals of extraordinary determination, vision, and courage. The collection of aircraft and Naval memorabilia preserved in this building embodies the spirit of all those who, in answering the call to defend the cause of freedom, have contributed to that great legacy.

"Although vestiges of the past, the aircraft displayed at this museum still fill our minds with awe and our hearts with pride as we contemplate the brilliance of their design and the bravery of those who flew them.

They speak of great exploits and fateful battles, and they stand here not only as a lasting tribute to American ingenuity but also as a tangible reminder of our Nation's dedication to the preservation of liberty.

"The expansion of this fine museum -- with a new addition housing not only exhibits but also a theater, library, and lecture hall -- will help to ensure that future generations appreciate the glorious history of Naval Aviation. Perhaps many of the younger visitors to this museum will even be inspired to help to carry on the legacy of our Naval Aviators. As a former Naval pilot, I congratulate all those who have helped to make this project a reality. You have made a significant contribution to the preservation of our Nation's military and aeronautical heritage.

"Barbara joins me in sending best wishes for a most enjoyable ceremony."

I know the President would love being with us today here in the West Wing -- particularly in view of an authentic replica of a World War II carrier island and flight deck.

Although carrier technology is far more advanced today, the principle is very much the same as it was in World War II -- and it reminds me of my own recent

experience aboard an aircraft carrier in the Mediterranean.

I was in the right seat, flying in formation with Admiral James Busey. This happened shortly before the President nominated him to be the Administrator of the Federal Aviation Administration.

For me, that experience in flight aboard an aircraft carrier was a cross between exhilaration and sheer terror. In a brief moment I learned firsthand that naval aviation requires not only extra knowledge, experience, and skills, but a special kind of person.

It certainly gave me a better understanding of the story of the Air Force pilot who was in a naval aviation unit on an exchange program. When he completed his maneuvers, he was told that he could fly back to his Air Force unit.

The Air Force pilot protested "I'm not going to fly off this blank blank bucket again!"

Admiral Busey is providing excellent leadership as head of the FAA, which is really one of the toughest jobs in government. That's because we are modernizing not only our air traffic control and navigation system, but our operations to prepare us for the 21st century.

Recently, I added another naval aviator to my personal staff to handle another tough job. Vice Admiral Clyde E. Robbins of the United States Coast Guard is the first director of our new Office of Intelligence and Security. He will oversee security policy and strategic planning for the entire Department. It's his job to plan to stay one step ahead of those who would commit acts of sabotage and terrorism.

And, of course, I am very proud of every naval aviator in the United States Coast Guard. Not only do they stand ready to fight in armed conflict, they use their skills in peacetime to enforce maritime law and fight another kind of war -- the war on drugs, a mission that the Department of Defense is also increasingly involved in.

In a word, this is an administration that is uniquely qualified to understand the mission of naval aviation. As a naval aviator in the Pacific during World War II, President Bush flew torpedo bombers off the carrier USS San Jacinto for three years. I have a lithograph of President Bush's TBM Avenger behind my desk at the Department of Transportation. It serves as a good reminder of how, through the heroism of seemingly ordinarily citizens, this nation has triumphed, and will

triumph, over even the gravest threats to peace and liberty.

One cannot come to Pensacola, the "Cradle of Naval Aviation," which has graduated every naval aviator in the country, without being struck by the tremendously significant role that this unique community has played, and continues to play, in preserving freedom around the world.

Over the past two months, Operation Desert Shield has made the country aware of the significant role that our network of highways, railroads, aviation, and merchant marine plays in mobilizing a force halfway around the world.

But Operation Desert Shield did something else. It reminded us of a little heralded, yet unique group, that has always stood between tyranny and freedom. And that group is our men and women in naval aviation. Naval aviators were there in the Mediterranean ready to defend freedom when Operation Desert Shield began. Naval aviators were the first into Vietnam. They were the first into the Pacific, flying the first night missions against the Japanese in World War II.

For each of those unsung heroes it all began here at Pensacola. Probably more sweat has been shed on these beaches by young naval aviation trainees than

anywhere in the world. This is where they got their instrument training, at Chambers Field, named for Captain W.I. Chambers. This is where they learned night flying.

Here in Pensacola is where they learned the meaning of teamwork -- that naval aviation is more than the high degree of professionalism of the crew. It is more than the navigation skills of the pilot. It is more than the extra technology required to land a plane on a 400 foot runway that is only 30 feet wide. Naval aviation is dependent on teamwork. The aviator, the ground crew, the plane captain, the ordnance man, the fueling person, the hydraulic technician all have a responsibility for the safety and performance of that aircraft. That involves more teamwork than any other job I know.

I applaud Admiral Moorer, Admiral Weisner, Admiral Furlong, and all those associated with the Naval Aviation Museum Foundation. Their tireless efforts in nurturing this museum have brought it from its beginning in 1975 to the completion of Phase III in this banner year.

It is an excellent example of President Bush's Points of Light initiative. The Foundation has raised funds through donations to finance each building phase. When completed, they are then deeded over to the

Navy to own, operate, and maintain. This is a truly outstanding achievement of private citizens interested in preserving their heritage for future generations.

You have made this museum an important national treasure. From the dawn of flight to the exploration of space, the National Museum of Naval Aviation documents both the heritage and bravery of the men and women of Navy, Marine Corps, and Coast Guard aviation. It traces our history from box kites to supersonic jets in one generation.

I am especially delighted that Phase III focuses on World War II memorabilia. This important Wing of the Museum illustrates much more than the amazing progression of technology. It will keep alive for future generations the memory of the achievements of so many World War II heroes. Men such as "Butch" O'Hare, for whom O'Hare Airport in Chicago is named. Edward Henry O'Hare died in the Pacific in 1943. He was later awarded the Medal of Honor for having shot down five Japanese bombers in a period of a few minutes, probably saving his carrier, the Lexington, from destruction.

And there are thousands of Butch O'Hare's whose deeds are immortalized by the West Wing of this museum.

Half a million visitors pass through this museum annually. I predict that figure will increase dramatically as this museum continues to inspire each generation of Americans. Here is told a story not only of the triumph of technology, which is always a remarkable aviation story, but a story of valor, sacrifice, loyalty, and love of country.

That's what Naval Aviation is all about. It's a story we must continue to spread to the world. To the new officers just launching your careers, I say congratulations. I also congratulate each and every one of you who have had a part in this museum.

Thank you very much.

5.4/8

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
COMMUTER TRANSPORTATION SERVICES, INC.
OCTOBER 15, 1990
LOS ANGELES, CALIFORNIA

- America is becoming choked by congestion.
- Highway delays total more than 2 billion hours a year.
  -- Same amount of time as 1 million workers spend on the job each year.
  -- Total accident cost = 45,500 lives and estimated $100 billion a year.
- California pays heavy toll because of congestion.
  -- Drivers waste 400,000 hours a day because average commuting speed has fallen to about 20 m.p.h.
  -- Over 22 million vehicles expected to keep 84 percent of Los Angeles and San Francisco freeways at capacity by year 2000.
  -- Los Angeles has $1 billion backlog of needed street repairs.
- We are all paying the price in economic productivity.
- Serious threat to America's competitiveness.
- That's why we developed the NTP.
- America needs a strategic approach for 21st century.

- Face future of intense global economic competition.
- Technology/innovation is the wave of that future.
- To fall behind here is to fall behind in global economy.
- California, of course, is at forefront of technology and innovation in many areas, especially transportation.
- Demand management is a case in point. Reduces pollution and congestion, enhances energy security.
- Commuter Transportation Services and California business out front in finding new ways to increase ridesharing.
- Tax equity issue, "transit cliff," not yet resolved.
- Highway and mass transit reauthorization.
- Federal incentives, funding not enough -- state, local, and private spending must also increase.
- Proposition 111 shows that people will sacrifice to maintain and improve transportation -- end result is improved quality of life.
- Now I'd like to hear what you think.

  -- What are the issues, as you see them?
  -- How do you see the federal government's role?

5.47

VIDEO TAPING OF
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
INTERNATIONAL MOTORCYCLE SAFETY CONFERENCE
ORLANDO, FLORIDA
OCTOBER 5, 1990

(Conference theme is <u>The Human Element</u>)

Welcome -- and greetings from the U.S. Department of Transportation. We consider this International Motorcycle Safety Conference one of the most important highway safety meetings of 1990.

And because this conference takes place only once every 10 years, this also should be one of the significant safety events of the decade.

We are pleased to be both co-host and participant, through the auspices of the National Highway Traffic Safety Administration, which is an arm of the Transportation Department.

Motorcycles continue to be an enigma: They offer extremely efficient and pleasurable transportation, yet are intrinsically more dangerous than passenger cars because the user rides with so little protection. The motorcycle rider clearly can be aided substantially by advances in both crash prevention and crash protection.

Much of the responsibility for improvement rests with the rider. Your theme, "The Human Element," addresses that point exactly:

-- The human being on the motorcycle must take conscious, overt action to protect himself or herself;

-- The human being on the motorcycle must assume responsibility to perform soberly and intelligently.

This is not to overlook the car driver's role in motorcycle crashes. Many times the motorcyclist is the victim of a car driver's inattention.

In America we are concerned that even though motorcycle deaths have been decreasing, some of the decline simply parallels falling motorcycle registrations. Alcohol-related motorcycle crashes continue to dominate the statistics; the high proportion of unlicensed or improperly licensed riders involved in crashes remains stubbornly resistant to change.

Can this conference handle all these challenges? We don't expect pat answers. But we do expect recommendations.

What paths do we follow; which way lies improvement? If you can give us that guidance, this meeting will have been a success. And I am sure that it will be.

My best wishes for satisfying results, and thank you for being part of such an important effort. Your contributions are essential.

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE
OCTOBER 9, 1990
TULSA, OKLAHOMA

As a former prosecutor and United States Attorney in Illinois, you can be certain that you have an enthusiastic ally and advocate in Sam Skinner. I know firsthand the kind of frustrations and pressures you and your forces experience day-in and day-out. Your performance is always subject to close public scrutiny -- calling for a strength of character, as well as competence, exceeding most other professions.

Speaking of performance -- as an avid golfer, I thought I'd pass on a golf joke you might be able to relate to.

This guy just four-putted the 18th hole, threw his clubs into the golf cart in disgust, and drove to the club house. When he got there, he saw a squad car parked in front. As he walked toward the front door, a police officer stopped him.

"Did you drive from the 15th tee about a half hour ago?" the officer asked.

"Yes."

"Did you hook your ball over those trees and off the course?"

Puzzled, the golfer replied, "As a matter of fact, I did. Any problem?"

With a little anger and sarcasm in his voice, the officer said, "Well, as a matter of fact, there is. Your ball cracked the windshield of a car driving down the road. The driver was so startled he veered into a fire truck racing by and ran it off the road. The fire truck couldn't get to the fire, and the house burned down. Now what are you going to do about it?"

The golfer thought for a moment, pulled out his driver, and said, "Well, I'm going to start by opening up my stance a little and move my left thumb around a little more to the right."

That's not exactly my idea of improving performance! But seriously, improving performance is what it's all about -- whether on police squads all around this country or at the Department of Transportation.

I'd like to share a few thoughts with you about how we at the Department are trying to improve highway safety performance in conjunction with local traffic enforcement across the nation.

First of all, safety is -- and always has been -- our number one priority at the Department of

Transportation. It guides everything we do in all the different transportation sectors we're responsible for.

Highway safety is, of course, a principal focus of our safety efforts. Traffic fatalities account for more than 90 percent of all fatalities connected to transportation.

That's why our vigilance on highway safety remains as strong as ever. President Bush has given us three overriding highway safety goals:

Number one, the death rate from motor vehicle crashes is supposed to drop to 2.2 per 100 million vehicle miles by 1992. We reached that goal last year, three years ahead of schedule.

Now, no one likes talking about life and death in terms of mere statistics. The loss of one human life on our highways is one too many. But the fact is: Last year's fatality rate was the lowest in the nation's history, and everyone of you in this room deserves credit for this progress. You helped lower the rate three percent from the year before, and eleven percent from 1980.

Number two, President Bush is asking us to increase safety belt use to 70 percent of all motorists by 1992. At 47 percent, we've got a way to go, but the goal is attainable.

Number three, he wants to see substantial progress in reducing drunk driving. With half of all highway fatalities alcohol-related, this goal speaks for itself.

The role of law enforcement in achieving these goals is critical. And on behalf of the President, not only do I ask your help in achieving them, but I pledge to each of you to offer whatever help we can to assist you in your work.

It was in this spirit that we sponsored the Traffic Safety Summit last April in Chicago. There, for the first time ever, the Department of Transportation gathered law enforcement officials from all across the country -- including many of you here today -- for a three-day action summit. We wanted ideas for action, not just talk -- and we got it.

Our senior people went away with invaluable input and practical advice born of firsthand law enforcement experience in the field. Not only was the summit a great success, I'd say it exceeded our expectations.

We came away with some 98 recommendations dealing with the whole range of traffic safety concerns. We heard new ideas about how to fight drunk driving and how to keep people from mixing drugs and driving. Speeding and other dangerous practices were addressed. Some came up with excellent ideas on how

best to get people to buckle up and to strap their children into child safety seats. We also heard a number of good recommendations on traffic enforcement, on commercial driver licensing, and on enforcing truck safety inspections.

To put action to words, and to maintain the momentum created at the summit, we appointed a Traffic Safety Summit Implementation Group, comprised of eight police administrators. The group was asked to provide guidance and assistance to state and local law enforcement agencies on how to implement the most significant suggestions springing from the summit.

The Implementation Group met last month in Washington and organized itself into three subcommittees. One will deal with drunk driving initiatives, another with occupant protection and motor carrier safety, and a third with speeding and other hazardous violations.

The group is meeting here in Tulsa to review recommendations and set priorities. The members intend to hammer out an action plan that will help all of us meet the various goals we have set for ourselves and that the President has outlined.

A great deal has happened, and is happening, in traffic safety. The Chicago summit specifically encouraged the use of sobriety checkpoints. The Supreme Court has since affirmed the legality of this means of curbing drunk driving.

The door is now wide open for states to move ahead on this effective enforcement strategy. We have been preparing guidelines to assure uniform professional procedures. They should be ready soon.

We now have safety belt laws in 36 states and the District of Columbia covering 88 percent of the population. Still, less than half of all Americans buckle up. We need you to enforce those laws, and to lead by example.

That's why I am announcing today a new program called "Operation Buckle Down" to get police officers to enforce existing belt use laws and to wear their own safety belts.

Use of safety belts by officers both on and off duty is essential -- not only to protect the officer, but to send a positive message to motorists. If every police department in the country had a safety belt policy, and enforced that policy, we could save the lives of many officers and reduce injuries significantly.

On other fronts, we're pushing for universal state adoption of administrative license suspension laws. Automated speed enforcement devices will be field tested soon in New Jersey, Michigan, and Washington. On the beltway encircling Washington, D.C., photo radar is already being tested. Many states still don't have motorcycle helmet laws, and we're doing what we can to remedy that. But there's only so much we at the federal level can do. We urge you to get involved in every way you can.

At the same time, we recognize that government can go too far -- especially the federal government. That's why the Bush Administration maintains that speed compliance sanctions should be repealed. However, we still believe it's in the national interest that speed limits be kept to no more than 65 miles per hour.

The language of the 1991 appropriations bill sets a one year moratorium on 55 mile an hour compliance criteria and sanctions. That's good news. We're also hopeful that Congress will repeal existing compliance and sanction provisions. We need a more complex, and therefore more representative, measure of achievement.

I'm encouraged in other areas as well -- particularly in cooperative traffic enforcement efforts. I've witnessed

firsthand how well this approach works to increase enforcement and deter unlawful activity.

Last December, I had the opportunity to participate in a joint New York State Police and Nassau County Police sobriety checkpoint operation. I observed the use of the drug recognition technique. Both drunk and drugged drivers were arrested. The two field sergeants who supervised the operation told me that the relationship between the two departments had improved significantly because they had worked together on the project.

The Department of Transportation assisted two other very successful cooperative efforts. The first was Operation CO-FLAME. Held in July of last year, it involved the 15 states along the I-95 corridor. During this 24-hour operation, no traffic-related fatalities occurred, and more than 10,000 citations were issued. Officers made almost 300 criminal arrests involving drugs, weapons, stolen cars, and fugitives.

Operation CO-FLAME II took place last March. It, too, was very much a success. As a result, more interstate cooperative enforcement efforts are being planned across the country. And we're working with the IACP to support these efforts.

Although the most important aspect of your work is saving lives and preventing injury, the economic dimension of traffic safety enforcement is often overlooked. The economic cost alone of traffic crashes, deaths, and injuries exacts an immense toll on society. The cost of traffic crashes is about $74 billion a year. By comparison, the cost of personal and household crimes is about $13 billion.

The fact remains that twice as many Americans are killed every year on the nation's highways than are murdered. The financial loss resulting from motor vehicle crashes is nearly 10 times what is lost through criminal activity. And yet, the perception of most is that they face a greater risk from crime than from traffic accidents.

What this means for law enforcement is that it may become more difficult to maintain proper funding levels to enforce traffic safety. Traffic enforcement itself is in direct competition with criminal enforcement, especially drugs and related violent crimes.

That makes your work at conferences like these all the more important. It underscores the value of conducting another Traffic Safety Summit.

Those of you who attended the first one in April may remember the story I told about the man who hadn't

had a valid drivers license since 1979, and had been convicted for drunk driving five times.

In 1986, he struck a husband and wife as they were crossing a street in Chicago. He dragged the wife under his car for 75 feet before the engine stalled. She was killed and her husband was seriously injured. Fortunately, their five-year-old son wasn't with them at the time. The driver escaped on foot, but was arrested the next day.

Up to that point, this man -- who was a convicted felon -- had been arrested four times for drunk driving and four for driving without a license. The judge gave him five years for reckless homicide and three for DUI. But he didn't impose consecutive sentences. So the man spent only two-and-a-half years behind bars, and then was released in June 1989.

Nine months later -- right before the Traffic Safety Summit -- this same man was arrested in the Chicago area and charged with DUI and driving with a revoked license. He was also charged with assault, possession of a hypodermic needle, driving with an open container, and improper lane use.

He was put behind bars on $100,000 bond. That was reduced to $10,000, and he was released after posting only $1,000.

I checked on the status of this case last week. The man is nowhere to be found, although there's a felony warrant out on him. I hate to think what the circumstances might be when they run across him again.

One thing's for certain. This incident points directly to the next Traffic Safety Summit. It's scheduled for Orlando, Florida in June 1991, and its focus is going to be judicial and prosecutorial support in law enforcement. We're going to look hard at the whole system.

We will be looking to come up with ways to better integrate the criminal justice system, and provide concrete guidance for federal, state, and local efforts. We're convinced that by working together, we can improve the system and make significant progress.

I hope to see many of you there. Thank you very much.

5.45

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
PRESS CONFERENCE FOR INFRASTRUCTURE TECHNOLOGY FAIR
OCTOBER 10, 1990
WASHINGTON, D.C.

- Delighted to be here with Chairman Anderson and J.P. Hammerschmidt.
- Few matters more urgent than America's deteriorating infrastructure -- amounts to a third deficit.
- Even in these tight budget times, can't lose sight of how high stakes are in addressing, or failing to address, infrastructure deficit.
- Total spending on transportation estimated at 17% of GNP.
- Transportation employs 11 million, about 11% of work force.
- Clearly, transportation is the backbone of America's economic strength -- has direct bearing on U.S. productivity.
- Any emphasis on growth-oriented investment must include infrastructure and its supporting technology.
- Private sector must play larger role.
- Participants here today are essential in that effort.

- Simply cannot allow our deteriorating infrastructure to threaten our international competitiveness at this time.

- Main challenge is to elevate importance of infrastructure and technology investment to level it deserves.

- Equation is clear: Investment in infrastructure equals economic growth and productivity. Failure to invest in infrastructure equals economic decline.

- That message has to kept firmly in mind as we address America's number one deficit at this time -- budget deficit.

5.44

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
AT&T LEGAL AND GOVERNMENT AFFAIRS MEETING
OCTOBER 10, 1990
ABSECON, NEW JERSEY

- World is changing remarkably.

  -- Germany now one nation.

  -- Eastern Europe, Soviet Union.

- Can be certain that global economy will never be the same.

  -- growing awareness of benefits of deregulation.

  -- advances in technology.

- What's at stake? America's competitive edge.
- Faced many tough challenges before.
- To succeed in the 21st century will take America's best across-the-board.
- America's up to the challenge: Look at Desert Shield.
- DOT's been involved in sealift and airlift.
- Raising CAFE standards is wrong course: safety, economy.
- America faces serious infrastructure deficit.
- Transportation in competition for limited funds.

- See that clearly in current budget battle.
- With NTP in hand, we're headed in right direction.
- Whether working on NTP or budget, enjoying job immensely.
- Probably best presidential cabinet in recent history.
- President is a magnanimous man, doesn't like pettiness.
- OMB--cabinet synergy. Governor Sununu.
- President's secret weapon -- Barbara Bush.
- Clearly, Administration's honeymoon is over.
- Outlook on the future: economy, elections.
- Ratification is <u>just</u>, compassionate thing to do.
- President Bush, Secretary Baker, and I urge Senate to bring treaties to floor for vote as soon as possible.

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
NAVAL AVIATION MUSEUM FOUNDATION
PHASE III EXPANSION DEDICATION
OCTOBER 12, 1990
PENSACOLA, FLORIDA

Thank you very much, Admiral (Thomas) Moorer for that kind introduction. I am privileged to be here today to participate in this dedication and to bring you this message from the President of the United States:

"I am delighted to send greetings to all those gathered at Pensacola Naval Air Station for the dedication of a new addition to the National Museum of Naval Aviation.

"From the first precarious shipboard landings to today's highly sophisticated carrier operations, the legacy of Naval Aviation has been forged by individuals of extraordinary determination, vision, and courage. The collection of aircraft and Naval memorabilia preserved in this building embodies the spirit of all those who, in answering the call to defend the cause of freedom, have contributed to that great legacy.

"Although vestiges of the past, the aircraft displayed at this museum still fill our minds with awe and our hearts with pride as we contemplate the brilliance of their design and the bravery of those who flew them.

They speak of great exploits and fateful battles, and they stand here not only as a lasting tribute to American ingenuity but also as a tangible reminder of our Nation's dedication to the preservation of liberty.

"The expansion of this fine museum -- with a new addition housing not only exhibits but also a theater, library, and lecture hall -- will help to ensure that future generations appreciate the glorious history of Naval Aviation. Perhaps many of the younger visitors to this museum will even be inspired to help to carry on the legacy of our Naval Aviators. As a former Naval pilot, I congratulate all those who have helped to make this project a reality. You have made a significant contribution to the preservation of our Nation's military and aeronautical heritage.

"Barbara joins me in sending best wishes for a most enjoyable ceremony."

I know the President would love being with us today here in the West Wing -- particularly in view of an authentic replica of a World War II carrier island and flight deck.

Although carrier technology is far more advanced today, the principle is very much the same as it was in World War II -- and it reminds me of my own recent

experience aboard an aircraft carrier in the Mediterranean.

I was in the right seat, flying in formation with Admiral James Busey. This happened shortly before the President nominated him to be the Administrator of the Federal Aviation Administration.

For me, that experience in flight aboard an aircraft carrier was a cross between exhilaration and sheer terror. In a brief moment I learned firsthand that naval aviation requires not only extra knowledge, experience, and skills, but a special kind of person.

It certainly gave me a better understanding of the story of the Air Force pilot who was in a naval aviation unit on an exchange program. When he completed his maneuvers, he was told that he could fly back to his Air Force unit.

The Air Force pilot protested "I'm not going to fly off this blank blank <u>bucket</u> again!"

Admiral Busey is providing excellent leadership as head of the FAA, which is really one of the toughest jobs in government. That's because we are modernizing not only our air traffic control and navigation system, but our operations to prepare us for the 21st century.

Recently, I added another naval aviator to my personal staff to handle another tough job. Vice Admiral Clyde E. Robbins of the United States Coast Guard is the first director of our new Office of Intelligence and Security. He will oversee security policy and strategic planning for the entire Department. It's his job to plan to stay one step ahead of those who would commit acts of sabotage and terrorism.

And, of course, I am very proud of every naval aviator in the United States Coast Guard. Not only do they stand ready to fight in armed conflict, they use their skills in peacetime to enforce maritime law and fight another kind of war -- the war on drugs, a mission that the Department of Defense is also increasingly involved in.

In a word, this is an administration that is uniquely qualified to understand the mission of naval aviation. As a naval aviator in the Pacific during World War II, President Bush flew torpedo bombers off the carrier USS San Jacinto for three years. I have a lithograph of President Bush's TBM Avenger behind my desk at the Department of Transportation. It serves as a good reminder of how, through the heroism of seemingly ordinarily citizens, this nation has triumphed, and will

triumph, over even the gravest threats to peace and liberty.

One cannot come to Pensacola, the "Cradle of Naval Aviation," which has graduated every naval aviator in the country, without being struck by the tremendously significant role that this unique community has played, and continues to play, in preserving freedom around the world.

Over the past two months, Operation Desert Shield has made the country aware of the significant role that our network of highways, railroads, aviation, and merchant marine plays in mobilizing a force halfway around the world.

But Operation Desert Shield did something else. It reminded us of a little heralded, yet unique group, that has always stood between tyranny and freedom. And that group is our men and women in naval aviation. Naval aviators were there in the Mediterranean ready to defend freedom when Operation Desert Shield began. Naval aviators were the first into Vietnam. They were the first into the Pacific, flying the first night missions against the Japanese in World War II.

For each of those unsung heroes it all began here at Pensacola. Probably more sweat has been shed on these beaches by young naval aviation trainees than

anywhere in the world. This is where they got their instrument training, at Chambers Field, named for Captain W.I. Chambers. This is where they learned night flying.

Here in Pensacola is where they learned the meaning of teamwork -- that naval aviation is more than the high degree of professionalism of the crew. It is more than the navigation skills of the pilot. It is more than the extra technology required to land a plane on a 400 foot runway that is only 30 feet wide. Naval aviation is dependent on teamwork. The aviator, the ground crew, the plane captain, the ordnance man, the fueling person, the hydraulic technician all have a responsibility for the safety and performance of that aircraft. That involves more teamwork than any other job I know.

I applaud Admiral Moorer, Admiral Weisner, Admiral Furlong, and all those associated with the Naval Aviation Museum Foundation. Their tireless efforts in nurturing this museum have brought it from its beginning in 1975 to the completion of Phase III in this banner year.

It is an excellent example of President Bush's Points of Light initiative. The Foundation has raised funds through donations to finance each building phase. When completed, they are then deeded over to the

Navy to own, operate, and maintain. This is a truly outstanding achievement of private citizens interested in preserving their heritage for future generations.

You have made this museum an important national treasure. From the dawn of flight to the exploration of space, the National Museum of Naval Aviation documents both the heritage and bravery of the men and women of Navy, Marine Corps, and Coast Guard aviation. It traces our history from box kites to supersonic jets in one generation.

I am especially delighted that Phase III focuses on World War II memorabilia. This important Wing of the Museum illustrates much more than the amazing progression of technology. It will keep alive for future generations the memory of the achievements of so many World War II heroes. Men such as "Butch" O'Hare, for whom O'Hare Airport in Chicago is named. Edward Henry O'Hare died in the Pacific in 1943. He was later awarded the Medal of Honor for having shot down five Japanese bombers in a period of a few minutes, probably saving his carrier, the Lexington, from destruction.

And there are thousands of Butch O'Hare's whose deeds are immortalized by the West Wing of this museum.

Half a million visitors pass through this museum annually. I predict that figure will increase dramatically as this museum continues to inspire each generation of Americans. Here is told a story not only of the triumph of technology, which is always a remarkable aviation story, but a story of valor, sacrifice, loyalty, and love of country.

That's what Naval Aviation is all about. It's a story we must continue to spread to the world. To the new officers just launching your careers, I say congratulations. I also congratulate each and every one of you who have had a part in this museum.

Thank you very much.

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
COMMUTER TRANSPORTATION SERVICES, INC.
OCTOBER 15, 1990
LOS ANGELES, CALIFORNIA

- America is becoming choked by congestion.
- Highway delays total more than 2 billion hours a year.
  -- Same amount of time as 1 million workers spend on the job each year.
  -- Total accident cost = 45,500 lives and estimated $100 billion a year.
- California pays heavy toll because of congestion.
  -- Drivers waste 400,000 hours a day because average commuting speed has fallen to about 20 m.p.h.
  -- Over 22 million vehicles expected to keep 84 percent of Los Angeles and San Francisco freeways at capacity by year 2000.
  -- Los Angeles has $1 billion backlog of needed street repairs.
- We are all paying the price in economic productivity.
- Serious threat to America's competitiveness.
- That's why we developed the NTP.
- America needs a strategic approach for 21st century.

- Face future of intense global economic competition.
- Technology/innovation is the wave of that future.
- To fall behind here is to fall behind in global economy.
- California, of course, is at forefront of technology and innovation in many areas, especially transportation.
- Demand management is a case in point. Reduces pollution and congestion, enhances energy security.
- Commuter Transportation Services and California business out front in finding new ways to increase ridesharing.
- Tax equity issue, "transit cliff," not yet resolved.
- Highway and mass transit reauthorization.
- Federal incentives, funding not enough -- state, local, and private spending must also increase.
- Proposition 111 shows that people will sacrifice to maintain and improve transportation -- end result is improved quality of life.
- Now I'd like to hear what you think.

  -- What are the issues, as you see them?
  -- How do you see the federal government's role?

-- able to cope with complexity and conflict.

-- maintain the highest ethical standards.

- Your example makes public service attractive to the young and talented, and earns the respect of all our citizens.

- That's what Volker Commission urged and we have that spirit here today already in full practice at DOT.

- Spent most of my life in public service and am happy to be part of the best team in Washington.

- Delighted to honor these award winners for their outstanding year -- to say to each of you -- "keep up the good work."

5.41

TALKING POINTS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
DOT AWARDS CEREMONY
OCTOBER 19, 1990
WASHINGTON, D.C.

- President Bush: "The success of any political leadership in implementing its policies and objectives depends heavily upon the expertise, quality, and commitment of the professional career employee."

- The President was expressing this Administration's recognition of career employees; recognition that the need for a strong public service is growing, not lessening.

- Told everybody around the country that we have the very best public employees here at DOT.

- All of you are dedicated, hard-working, talented people. You are committed to serving the people and doing a good job.

- You have handled the tensions and uncertainties that career employees have faced and continue to face over the past month as a result of the budget "crisis."

- You are the institutional memory of the Department.

- Today, privileged to honor the best of the best.
- Awards honor a few who have excelled in a special way in the past year.
- They deserve recognition and tribute. This is their day.
- They excelled in a very unique year at DOT.
- Completed the National Transportation Policy.
- Began implementing many of its recommendations and in the process demonstrated to the country the outstanding commitment of every DOT employee.
- Was thumbing through the Volker Report -- report of National Commission on Public Service -- recently.
- Was delighted to find that we at DOT are already implementing most of the commission's goals.
- Honorees today are leaders in excellence of public service.
- Have shown a commitment to highest traditions of public service.

  -- responsive to the political will of the people and protective of our constitutional values.

5.40

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
CHARLIE MILLER SWEARING-IN CEREMONY
OCTOBER 23, 1990
McCLEAN, VIRGINIA

- Transportation, as backbone of America's economic strength, has direct bearing on U.S. productivity.

  -- Transportation spending estimated at 17% of GNP.

  -- Employs 11 million, about 11% of work force.

- Must enhance role of R&D, technology -- particularly in transportation -- to attain greater economic growth and competitiveness.

- Know that this is one of President Bush's top priorities.

- That's why R&D is key component of NTP.

- Have sought 17% increase in 1991 budget for R&D.

- Funds to be used for broad array of technological innovation:

  -- From IVHS, to high-speed rail and maglev,

  -- to oil spill prevention, to air navigation system.

- That's why Turner-Fairbank Highway Research Center is so important to DOT and the nation.

  -- Some of country's foremost IVHS experts work here.

-- Center's research on bridge pier scouring is protecting an important part of nation's bridge infrastructure.

-- Center houses several unique laboratories, such as Federal Outdoor Impact Laboratory and Pavement Testing Facility.

- Can expect to see great progress under Charlie Miller's leadership.

  -- Understands importance of team work, having quality people -- value of people as an asset.

  -- Understands challenge of strategic, effective management in the public sector.

5.39

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
PRESS CONFERENCE ON SIDE IMPACT SAFETY RULE
OCTOBER 24, 1990
WASHINGTON, D.C.

- Today, announcing most important new motor vehicle safety initiative since 1984, when Department issued the rule requiring air bags or automatic safety belts.

- Today's new ruling will require that, beginning in 1993, side doors of new vehicles sold in the United States be strengthened so that we can save 500 lives and prevent 2600 serious injuries a year on the nation's highways.

- Side impact collisions are the second leading cause of death and injury on nation's highways today. 8,000 die and 24,000 are injured annually because of such accidents.

- NHTSA is issuing major new amendment to the Federal Motor Vehicle Safety Standard No. 214.

  -- Establishes injury criteria to be used in full-scale crash tests.

  -- Manufacturers will choose how to meet performance standard (padding, structural upgrades).

- Amendment will cost an average of $50 per car.
- $50 is small price to pay to prevent the immense toll of death and suffering caused by side impact collisions.
- Overall, this new initiative will pay for itself many times over in death and injury prevented.
- New safety features bolster effectiveness of those already in place.

  -- Safety belts must still be worn.

- NHTSA set four-year phase-in schedule beginning in 1993.

  -- First year: 10% of carmaker's production must meet new standard.

  -- Increase to 25% the next year.

  -- Rise to 40% the third year.

  -- Will apply to all new cars made after Sept. 1, 1996.

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
PRESS CONFERENCE ON SIDE IMPACT SAFETY RULE
OCTOBER 24, 1990
WASHINGTON, D.C.

- Today, announcing most important new motor vehicle safety initiative since 1984, when Department issued the rule requiring air bags or automatic safety belts.

- Today's new ruling will require that, beginning in 1993, side doors of new vehicles sold in the United States be strengthened so that we can save 500 lives and prevent 2600 serious injuries a year on the nation's highways.

- Side impact collisions are the second leading cause of death and injury on nation's highways today. 8,000 die and 24,000 are injured annually because of such accidents.

- NHTSA is issuing major new amendment to the Federal Motor Vehicle Safety Standard No. 214.

  -- Establishes injury criteria to be used in full-scale crash tests.

  -- Manufacturers will choose how to meet performance standard (padding, structural upgrades).

- Amendment will cost an average of $50 per car.
- $50 is small price to pay to prevent the immense toll of death and suffering caused by side impact collisions.
- Overall, this new initiative will pay for itself many times over in death and injury prevented.
- New safety features bolster effectiveness of those already in place.

  -- Safety belts must still be worn.

- NHTSA set four-year phase-in schedule beginning in 1993.

  -- First year: 10% of carmaker's production must meet new standard.

  -- Increase to 25% the next year.

  -- Rise to 40% the third year.

  -- Will apply to all new cars made after Sept. 1, 1996.

VIDEO TAPING OF
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
TELECONFERENCE ON THE IMPLEMENTATION
OF DOT DRUG REGULATIONS
OCTOBER 30, 1990

- Welcome to DOT's Implementation of the Drug Regulations.
- Simulcast in 20 cities from Boston to Houston, San Diego to Tampa.
- Satellite Broadcast Expectations.
  - -- Offer practical information, provide handbook.
  - -- Discuss DOT policy and procedures.
  - -- Exchange of information for problem solving.
- Drug regulations important to DOT and critical for National Drug Control Strategy.
- Must work together to eliminate drugs in transportation while protecting individual rights and keeping costs down