SECRETARY OF TRANSPORTATION FEDERICO PEÑA
ANNOUNCEMENT OF MUNI METRO TURNBACK FUNDING
SEPTEMBER 1, 1993
SAN FRANCISCO, CALIFORNIA

It's a pleasure to here today with Congresswoman Nancy Pelosi and Mayor Frank Jordan.

I also have with me Gordon Linton, new Administrator of the Federal Transit Administration, who will be working very closely with me and with transit officials here in the Bay Area to ensure that transportation plays a major role in bringing this state's economy back.

This is the last stop on what has been a very productive trip for me. I've spent three days meeting officials, business and community leaders from San Diego to Los Angeles to Oakland and San Francisco. We have been working on the transportation portion of President Clinton's California Initiative which reflects the Administration's determination to get this state's economy moving again.

And everyone I've talked to shares my belief that transportation is the engine that will drive this state's economy -- 7th largest in the world -- to greater growth and more jobs.

The President knows the importance of transportation in revitalizing the California economy. Under his plan, from 1993 to 1998, the federal government would increase investment in California for transportation and the environment alone by $1.5 billion.

I want that money spent wisely, where it will produce the most jobs.

That's why our transportation initiative in California moves in four clear directions:

One, we will make sure that federal funding in the pipeline is dispersed as quickly as possible.

Two, we are working with local officials to identify high priority projects that have major job creating benefits for localities.

Three, we will cut through red tape and paperwork to get projects to contract and completed.

Four, we are placing tremendous value on community concern and local participation in transportation decisions.

The Muni Metro Turnback Project fits into all these categories. That's why I'm especially delighted to announce full federal funding of this project. That means a total of $141.6 million in federal funds will be invested in this project which will cost $212.6 million.

And today I'm presenting the initial increment in the form of a check for $75.4 million.

This will enable you to move full speed ahead on this important mass transit improvement.

The Muni Metro Turnback project will allow the 22-mile San Francisco Municipal Railway System -- which carries 135,000 daily riders -- to increase its rush hour capacity by 50 percent.

When this magnificent system was built in another era, it was state of the art. The Embarcadero Station serves as the terminal point for all the system lines. It was constructed as a conventional rapid transit stub terminal. In today's increasingly fast moving world of mass transit, this configuration limits the efficient turnback and switching of trains.

The new underground turnback facility will reduce deadheading. It will cut back on system disruptions caused by disabled vehicles and most of all, it will accommodate enough trains to meet forecasts of passenger growth for the rest of this decade.

The Muni Metro Turnback project will expand the terminal point at Embarcadero station so that it can handle 10 more trains per rush hour.

This check which I am presenting today is fresh evidence of the commitment of the Clinton Administration to speed up delivery of federal funds to help revive the economy of California.

It's also evidence of the Administration's commitment to invest in transit systems that reduce traffic congestion,

open avenues for commuters in inner cities to connect to jobs and reduce pollution -- all at the same time.

Finally, this check is a symbol of a healthy federal/local partnership that will serve our nation, California and San Franciscans well. As the President says, and don't you forget it, "we are all in this together."

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FINAL - 8-27-93 at 3 p.m.

SECRETARY OF TRANSPORTATION FEDERICO PEÑA
TRANSPORTATION MARKETPLACE CONFERENCE
SEPTEMBER 1, 1993
OAKLAND, CALIFORNIA

I'm delighted to be here with Congressman Pete Starks and Mayor Elihu Harris. And I want to thank James Van Loben Sels for those kind words and to express my appreciation to all who had a hand in putting this conference together.

I came here today to the Bay Area to discuss President Clinton's California Initiative which reflects the Administration's determination to get this state's economy moving because it's the engine that drives our whole national economy. To be successful, this initiative must draw heavily on the skills and talents of small business.

All of us in this room share with President Clinton the belief that small business is the heart and soul of a strong American economy. Small business was the prime job generator of the 1980's, providing almost 2/3 of all new jobs. But in recent years, the worldwide recession and the additional, very unique challenges that California faces have taken a toll on small businesses. As is frequently the case, small disadvantaged businesses have taken the hardest hit.

As Secretary of Transportation, the single most significant contribution I can make to strengthen small disadvantaged business is to improve access to government contracts.

So let me say at the outset that contracting with minority and women-owned businesses helps the federal government as much as it helps any of you.

The more diverse cultures and experiences that can be brought into an organization the better the product, which in our case is service to the American people. Minority and women-owned businesses must have a better chance to win government contracts -- because the American dream of hard work and success belongs to all of us. <u>All of us.</u>

But we all know too that no business -- large or small -- will grow and prosper without a strong national economy. That's why President Clinton's economic program, which is reflected in his budget, is a strong first step to setting our nation on a path of permanent growth.

The President's program deals with the budget deficit by making real spending cuts. It spreads the tax burden fairly. It provides tax cuts for small businesses. Those that have invested in new equipment or expansion -- about 90 percent of America's small businesses -- will be eligible for a tax <u>cut</u> next April 15 -- <u>not</u> an increase. And the budget provides an increase in the Earned Income Tax Credit for those who work for the minimum wage -- so they no longer have to live in poverty.

The President's economic package already provides for billions of dollars of investment in California's businesses, infrastructure and families. Under the

President's plan, from 1993 to 1998 the federal government would increase investment in California for education, child immunization and other youth programs by $1.8 billion; for National service volunteers, worker training and school-to-work apprenticeship programs by $2.6 billion; for transportation and the environment by $1.5 billion; for defense conversion and technology programs by $1.2 billion; for empowerment zones, community development banks and low income housing credit by $1.7 billion; for health and AIDS research by $1.7 billion.

The plan also provides $3.4 billion in tax credits to minimum wage workers to reward work over welfare and more than $2.3 billion in tax incentives for small businesses like yours, including a cut in capital gains taxes.

Overall, we expect this package to create 2 million new jobs for California by 1996 -- nine times as many as were created during the Bush Administration. Bill Clinton understands the urgency of California's plight -- the high unemployment, shrinking financial sector and real estate price weakness.

The President understands that our national economy can never truly recover without a rebirth of the vibrancy, vitality and vigor which is the heritage -- and will be the future of California.

Your state has 1/8 of the nation's population, 23 percent of the country's Research & Development

spending, and a manufacturing base dominated by high tech industries which are critical to our nation's competitive edge in the global economy. But while California is on the cutting edge of these key industries, you also face challenges ranging from defense cut-backs to illegal immigration that are more acute here than in the rest of the nation. That's why Californians voted for change last November. They voted for a new President who believes that government belongs to the people and that the job of government is to solve problems that affect peoples' lives.

We're already working hard to help California meet the challenges you face. This March the President put Secretary of Commerce Ron Brown in charge of a Cabinet-wide effort to address California's economic crisis. The Administration's California Task Force is focused on job growth through 1) urban revitalization, 2) technology reinvestment to convert our military industrial base to civilian uses, 3) export promotion and 4) transportation.

To achieve these goals in California, we are mobilizing all the resources of the federal government. The President has instructed every department to cut through red tape and speed up the delivery of already approved federal funding for California projects.

Not only the Department of Transportation but staff from many other federal agencies including the Small Business Administration, Department of Housing and Urban Development and the Office of Management and

Budget are working to get federal funding through the pipeline to California. Efforts are being made to devise uniform regulations for revolving loan funds and establish new equity funds for business formation and expansion. We are trying to increase the number of small business lenders in the state and devising other business enhancement programs that can be implemented in California.

For our part, DOT has taken a lead role in the Technology Reinvestment Initiative led by the Advanced Research Project Agency (ARPA), which will involve over $500 million in assistance this year to companies promoting dual use technologies -- many of which will be from California.

I sought full DOT participation in this effort precisely because of the great potential for using technologies developed for defense in the transportation arena -- and because so many of those opportunities lie here in California. It's only a small stretch of the imagination, for example, to conceive new composite materials like those used for the Stealth bomber being applied to coming generations of vehicles and even bridges. And in fact, there's a company in California now working on a "Stealth Bus."

Another example of using transportation as a catalyst for technology growth is a California consortium of 40 public and private entities, which has received a $4 million grant from our Federal Transit Administration to work on

an electric vehicle. That grant will be matched by $4.6 million in non-federal sources. This consortium will work to develop a brand new California industry that is based on advanced transportation systems and technology. Jobs in this new industry will replace some of those lost due to cuts in the defense and aerospace sectors and employ defense expertise for civilian commerce.

I also intend to use transportation as an engine of economic growth for the creation of jobs and enhancement of the economic well-being of California's citizens. Our transportation initiative in California moves in four directions.

One, what we'd like to do is make sure that federal funding in the pipeline is dispersed as quickly as possible. Yesterday in Los Angeles, I announced a $49.6 million grant to the Red Line project and another increment in the overall project will be announced soon. The Red Line project, a $1.23 billion project which runs from mid-city into East Los Angeles and the San Fernando Valley, is the biggest capital commitment ever made by the Federal Transit Administration.

Today, in San Francisco I will be announcing the initial funding increment of $75.5 million for the Muni Metro Turnback improvement that will allow 10 more trains per rush hour -- a 50 percent increase in current capacity for the 22-mile San Francisco Municipal Railway and its 135,000 passengers a day. This funding increment is part of a total of $141.6 million for the project that will

increase productivity and improve the quality of life of San Franciscans.

In much the same spirit, we're making an all-out commitment to reduce the costs borne by grant recipients to administer DOT funding programs. At the same time, we will work with state and local officials to maximize flexibility in the use of funds.

Two, we are working with our local partners to identify high priority projects that have major job creating benefits for localities. We will expedite project approvals and DOT reviews. We expect that many high priority projects will be brought to our attention. We want less time spent on administrative procedures and approvals so that projects can move quickly to the construction phase and put people to work. Not only big projects, but small ones as well, with emphasis on cooperative efforts between private and public sectors. For example, projects such as those involved in rebuilding after the Loma Prieta earthquake will be moving ahead full speed.

Third, for many projects, the majority of time during the period from project conception to completion is spent on review and approval processes. This costs time and money due to inflation. I am placing top priority on finding ways to streamline processes and cut down on time and paperwork. In some instances, this will involve better coordination of federal government procedures. In other instances, it might mean working closely with state and

local partners to streamline procedures. We are interested in hearing ideas from you on this.

Four, we are placing tremendous value on community concerns. A point that was made to me repeatedly during my earlier visits here was the need to involve local communities in transportation programs that affect their lives. We want more -- not less -- public participation in the planning projects so that we can better serve communities that have been neglected in the past and also provide disadvantaged businesses more contracting opportunities.

This is the heart of what I call the "humanization of transportation." We all understand the significant impacts that transportation has in the area of economic development and growth. At the same time, we must ensure that our projects and programs bind rather than divide communities.

In LA, grants for signage in Chinese or Spanish will makes the transportation system more accessible.

At the Fruitvale station of the BART system, we are making a grant of $470,000 for planning a mixed-use "transit village" with terminal, residential and retail developments, a regional cultural center, a child care center and perhaps even a neighborhood health clinic. This is a perfect example of humanization of transportation.

Finally, to be successful in this initiative, we must provide more opportunities for minorities and women. I saw it from your side when I was Mayor of Denver. We had little encouragement or direction on minority contracting from the federal government. That's why I'm determined that my Department will have the model program in the federal government for diversity in contracting. The steps I'm announcing today are only the beginning.

On my first visit to California, I spotted the problems in contracting with small and disadvantaged businesses almost immediately, and I have taken steps to solve them. Your problems here are very much like those facing small and disadvantaged businesses in the rest of the country -- only more severe because of the economic climate.

I see very talented, highly skilled minorities and women all over the country facing the same three obstacles: one, lack of knowledge of contracting opportunities; two, lack of capital to compete; and, three, inability to obtain bonding.

First, at this conference we have DOT, state and local agency representatives. They have brought small contracts -- $25,000 or less -- directly to the meeting to be matched on the spot with businesses here to bid on them. I invite you to seize the day. We have DOT staff from Washington here to counsel with you. We have even brought surety bondsmen and bankers and I'll discuss their roles a little later.

Second, I'm announcing today that the Department of Transportation's short term lending program will target $4 million to California this year -- $2 million to the Bay area and $2 million to Greater Los Angeles. Companies that previously tried to get lines of credit under this program will still have to qualify, but you will find a less burdensome application process and local bank involvement.

Third, and probably the most significant, I am announcing that the Small Disadvantaged Business Bonding Program will dedicate $3 million in bonding capacity to disadvantaged business enterprises in the Bay Area and $3 million to the Greater Los Angeles region.

In the past, these programs have been sadly underused. The reasons I hear run the gamut from the possibility that too many minorities and women in business don't know that these program exist to problems in coping with excessively stringent loan requirements and loads of paperwork.

We have restructured the small and disadvantaged business program.

Specifically, we are going to be more aggressive. You won't have to come looking for us. We will be seeking you out. Though our National Information Clearing House, we will keep tabs on every contracting opportunity and match it with your skills and abilities and see that the

word goes out. In fact, a California minority business operates this clearing house for the DOT.

And instead of having the minority contractor come to Washington, looking for a bond or a line of credit, we will bring the surety agents and the bankers to you. We have the surety agents and bankers here today to work with you. I want to hear from you on how this works and if it doesn't work we will try something else.

This all started after my first visit looking at the plans to rebuild the Cypress Freeway (I-880) in Oakland, which was destroyed by the Loma Prieta earthquake. The new route runs through a minority neighborhood, which was drastically hurt by this disaster. But when I asked whether minority contractors were getting the chance to participate in rebuilding their own neighborhood -- what I found was that they couldn't get bonding.

So I directed my Office of Small and Disadvantaged Business Utilization to begin a pilot bonding program in Oakland, providing for local agents to issue bonds directly to the contractors and put forth a little more effort to prepare them for the application process. In a little over two months, 11 contractors have been approved for bonding. When the contracts are awarded, the bonds are already there.

So I suggest you apply as soon as possible and when you get a contract for work on the Embarcadero Freeway or the Los Angeles Intermodal terminal or expansions at

any of the airports or seaports or metro systems in this state, the capital and bonding will already be there for you.

Let me add a word of caution. This program is no pie in the sky. There are no guarantees you'll win a contract. You still have to go through the loan and bonding qualification process. You still have to go through the bidding process. But we will remove the barriers that have kept people out in the past -- and those who do compete will be part of something very important to California and to the minority community nationwide.

Just remember that it's a long way between Washington and California. I need you to let me know what works and what doesn't. And if you tell me some element of our contracting program isn't working -- believe me, I'm going to go to work and fix it fast. Because the whole Clinton Administration is absolutely determined to do everything we can to get California moving in the right direction.

Not just because California is so critical to the strength of the whole American economy -- although it is -- but because California embodies the dream of a better future that has fired the whole American spirit.

I know that there are doubters and skeptics that believe that America's best days -- and California's best days -- are over. Our job is to prove them wrong. If there's one thing that all of us who work for President

Clinton believe, it's that the best days of America -- and California -- are yet to come. We believe that we can use the power of the federal government to get this economy moving and improve peoples' lives.

And as we do, we're going to rebuild Americans' faith in ourselves, we're going to restore the "can-do" spirit that took our astronauts to the moon -- and we're going to bring back an old American tradition that too many people had begun to doubt.

We call that tradition: <u>Winning.</u> And we're starting right here in California.

Thank you very, very much.

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Talking Points – Secretary of Transportation Federico Peña
New NHTSA Air Bag Rules
Sept. 1, 1993

*** I'm pleased today to announce a ruling by the National Highway Traffic Safety Administration that requires auto manufacturers to install air bags on both sides of the front seats of all passenger cars by model year 1998 and on light trucks by model year 1999.**

*** Together with lap and shoulder seat belts, air bags are already saving hundreds of lives and preventing thousands of serious injuries. These new rules will greatly enhance driver and passenger safety.**

*** But it's absolutely critical to add that <u>drivers and passengers must use their seat belts and not rely simply on air bags.</u> The two systems are much, much more effective and safer used together than air bags alone.**

*** It is also crucial that drivers <u>do not place rear-facing child seats in the front seat of cars equipped with airbags.</u> In case of accidents, children in these kinds of seats may be too close to the dashboards and can be injured by rapidly-inflating air bags.**

*** For maximum safety, follow these rules:**

1) Always use your seat belts

2) Do not install rear-facing child seats in the front seat.

3) Do not sit unnecessarily close to the air bag.

4) Do not place any objects over the air bag or between the air bag and the driver or passengers

*** Following these rules may save your life and your child's life and prevent serious injury.**

*** For our nation, the introduction of air bags and seat belts on all cars and trucks promises to save hundreds of thousands of lives, billions of dollars in medical costs and make the 21st century an era of maximum possible automotive safety.**

SEP-01-1993 14:21 FROM ASST SEC PUBLIC AFFAIRS

Under a phase-in schedule specified by the Intermodal Surface Transportation Efficiency Act of 1991, NHTSA was directed to amend its automatic occupant protection standard to require air bags. Under the amendment issued today, at least 95 percent of each manufacturer's passenger car fleet built on or after Sept. 1, 1996, must be equipped with air bags and manual lap/shoulder belts for both driver and right front passenger seats. For the next model year, beginning Sept. 1, 1997, all passenger cars will be required to have air bags and manual belts for those seats.

Many cars and light trucks already are available with air bags, at least for the driver, but the agency's newest amendment requires air bags on both the driver and passenger sides, and it means that air bags will be the only automatic technology that complies with the occupant protection standard. In addition, the air bag requirement means that light trucks, which are popular as passenger car substitutes as well as for carrying cargo, will provide their occupants with the same superior protection as passenger car occupants.

The phase-in schedule for light trucks requires those manufactured on or after Sept. 1, 1997, to have some form of automatic occupant protection, and at least 80 percent of such vehicles will be required to have driver side air bags. All light trucks manufactured on or after Sept. 1, 1998, must be equipped with driver and front seat passenger air bags and manual lap/shoulder belts.

NHTSA also issued requirements for sun visor labels and information to be printed in the owner's manual, providing "do's and don'ts" to maximize the safety benefit of air bags. It is important that automobile occupants understand what air bags can and cannot do and what action they must take to maximize the air bags' protective capability, the agency said. Information on the labels and owner's manuals will say:

CAUTION
To avoid serious injury:

- *For maximum safety protection in all types of crashes, you must always wear your safety belt.*
- *Do not install rear-facing child seats in any front passenger seat position.*
- *Do not sit or lean unnecessarily close to the air bag.*
- *Do not place any objects over the air bag or between the air bag and yourself.*

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DRAFT

FOR IMMEDIATE RELEASE

NHTSA
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SECRETARY PEÑA PRAISES
NEW RULE REQUIRING
AIR BAGS IN ALL CARS BY MY 1998

A new Department of Transportation rule that requires auto manufacturers to install air bags in all model year 1998 passenger cars and 1999 light trucks was praised today by Secretary Federico Peña. The Secretary stressed, however, that vehicle occupants should always use this life-saving equipment in combination with seat belts to provide maximum protection.

"Motorists should always buckle seat belts, even in cars with air bags," the Secretary said. "Air bags are saving lives and preventing serious injuries in hundreds of crashes every week. When used with seat belts, air bags are the premiere technology for protecting vehicle occupants."

Secretary Peña said the rule, which requires the installation of both air bags and belts for the driver and right front seat passengers, was a high priority in the department's continuing effort to save lives on the highway.

He also cautioned parents against placing rear-facing, child seats in the front passenger seats of cars equipped with air bags. "In that location, these child seats rest on or almost touch the dashboard. An inflating air bag can strike the child seats with enough force to cause the child head and chest injuries," Peña said.

The department's National Highway Traffic Safety Administration (NHTSA) has proposed that new rear-facing child seats carry a label advising against placing them in air bag-equipped positions.

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2-62

Secretary of Transportation, Federico Peña
Announcement of Local Rail Freight Assistance Grant
September 2, 1993
Blue Springs, Missouri

Thank you very much for that introduction, Jolene, and thank you all for being here.

I just want to say from the outset that Jolene was exactly right when she said that this is a time for action.

But in truth, this year's floods have been a time for action all along.

Each time that I've come to the Mid-West since July I've been almost overwhelmed by the terrible power of nature.

But I've been even more impressed with the power of people, by the way that Mid-westerners pulled together in the face of disaster -- by the way you've proved that there is one force mightier than the mightiest river -- and that is the power of human community.

We saw that when people from towns like Blue Springs -- who were spared the floods -- stretched out their hands to neighbors in need. And our larger community, our United States, has been reaching out to help the Mid-West meet this crisis all along.

Right from the start, even before the flooding began, President Clinton made sure that every cabinet member -- every arm of the federal government -- was prepared to respond as quickly as humanly possible.

And that's what we have done.

Our Coast Guard men and women have been saving lives from the very beginning. Our Army Corps of Engineers has been shoulder-to-shoulder with Mid-Westerners on the levees. Our Federal Emergency workers have been helping with relocation, finance and supplies. Our highway and rail engineers began assessing the damage even before the waters receded.

And we have cut through red tape on both ends -- making applications for flood relief easier -- and making sure that federal money gets out faster than ever before to those in need.

I'm very proud of all of those efforts. But the truth is that it wouldn't have been enough if the people of the Mid-West hadn't pulled together night-and-day; if the companies of the Mid-West -- especially the trucking firms and the railroads -- had not put aside rivalries and staged miracles to keep essential supplies flowing.

That's why I'm happy today to present the first federal grant for $639,000 to the state of Missouri to help repair railroads like the Gateway Western that were damaged in the floods.

This is just part of the $21 million in emergency railroad repair funds that is included in the $6.2 billion Emergency Flood Relief Bill that President Clinton signed in St. Louis three weeks ago.

As further damage assessments come in, these funds will be committed to get railroads throughout the Mid-West back on track as soon as possible.

Because we know that for many towns and factories and farms, these rail lines are economic life-lines.

We have no time to waste repairing them -- and we won't.

I want to congratulate our new Federal Rail Administrator, Jolene Molitoris, for taking the action that ensured that the State of Missouri's application for this particular grant -- which we recieved on Friday August 23 was processed and approved by Tuesday, August 24 -- not quite three full working days later.

Ladies and Gentleman, that's what I call a Woman of Action.

I want to close by saying that for all of us from Washington who've come here through this long season of crisis, the strength of Mid-Westerners and the energy and dedication of your public officials has been an inspiration.

It's the federal government's job to match the Mid-West's spirit of community with help and action from the larger community -- from our whole nation.

Now that most of the waters are down, the drama of rescues and TV lights is over. The hard, dirty work of scraping away the mud and rebuilding is underway in earnest.

Let me assure you that this Administration is just as committed to this work as we have been during the emergency. In the weeks and months ahead, we'll be working with you for the recovery that's sure to come.

A good way to start that work is to ask Wayne Muri, Director of the Missouri Highway and Transportation Department to step forward now and recieve this check.

As you can see, Wayne, it's a very BIG check.

(Hands check to Muri)

Thank You very much.

2.61

Secretary of Transportation, Federico Peña
Visit to Inspect Highway Re-Building
September 2, 1993
Des Moines, Iowa

Thank you very much for that generous introduction and thanks to all of you for being here today as we continue the work of re-building.

This is my fifth visit to the Mid-West since this year's floods began in July and each time that I've come I've been almost overwhelmed by the terrible power of nature.

But today I'd like to talk about something that's even more impressive -- and that's the power of people pulling together in the face of disaster.

The people of the Mid-West have proved that there is one force mightier than the mightiest river -- and that is the power of human community.

And our larger community, our United States, has been reaching out to help the Mid-West meet this crisis all along.

President Clinton often reminds us that, "We're all in this together, " and right from the start, even before the flooding began, the President made sure that every cabinet member -- every arm of the federal government -- was prepared to respond as quickly as humanly possible.

And that's what we have done.

Our Coast Guard men and women have been saving lives from the very beginning. Our Army Corps of Engineers has been shoulder-to-shoulder with Mid-Westerners on the sandbag lines and levees.

Our Federal Emergency workers have been helping with relocation, finance and supplies. Our highway and rail engineers began assessing the damage even before the waters receded.

And we have cut through red tape on both ends -- making applications for flood relief easier -- and making sure that federal money gets out faster than ever before to those in need.

I'm very proud of all of those efforts. But the truth is that it wouldn't have been enough if the people of the Mid-West hadn't worked their hearts out night-and-day helping each other and neighbors in need.

The best federal efforts wouldn't have been enough if trucking firms and the railroads throughout the Mid-West had not put aside rivalries and co-operated to stage the miracles that kept essential supplies flowing.

Now it's the federal government's job to match the Mid- West's spirit of community with help and action from the larger community -- from our whole nation.

I'm proud to say that the Department of Transportation is doing everything we can to speed up the assistance included in the $6.2 billion Emergency Flood Relief Bill that President Clinton signed in August.

We are determined to get relief funds to states and communities in need as rapidly as possible -- and that's what we're doing.

Here on Route 65, some of the first $5 million in federal Emergency Relief money that Iowa has asked for is already at work, restoring this essential highway.

And there will be more where that came from as the re-building continues.

It's no exaggeration to say that it's times like this that remind us why we bind ourselves together into a nation, a community of Americans ready to step forward and help other Americans when disasters like this strike.

Winston Churchill once urged America to, "Give us the tools and we will finish the job."

That's all that the people of the Mid-West are asking from their government -- and that's what we intend to do.

All of us from Washington who've come here through this long season of crisis have been inspired by the strength of Mid-Westerners and the energy and dedication of your public officials.

Now that most of the waters are down, the drama of rescues and TV lights is over. The hard, dirty work of scraping away the mud and rebuilding is underway in earnest.

Let me assure you: the Clinton Administration is just as committed to this work as we have been during the emergency.

In the weeks and months ahead, we'll be lending our help to the recovery that your own hard work is already bringing.

Thank You very much.

2.60

Talking Points
National Performance Review
Secretary of Transportation Federico Peña
Sept. 7, 1993

* Right from the start all of us here at DOT have been seeking ways to meet the Nation Performance Review's basic goal: creating a government that works better and costs less.

* Basically, we aim to do that in four ways: by putting the customer -- the American taxpayer -- first; by cutting red tape; by empowering our employees to get results and by cutting back to basics.

* For DOT that means making sure that every dime we spend goes to fulfilling our basic mission -- maintaining the safest transportation system in the world and building the infrastructure essential to keep it safe, efficient and productive.

* We're already well into getting rid of the waste and perks that taxpayers rightly resent. Since I've been secretary, we've cut back drastically on executive cars, planes, dining rooms and other goodies. We're cutting back staff -- and we'll be doing a lot more of that -- mainly by attrition -- from now on.

* But the truth is that the real savings are going to come from things that most of the American people don't really understand -- because they don't work for government. Things like the way government hires and fires employees or buys simple things like desks and chairs and paper clips.

* We waste tremendous amounts of money in government because we take too long and fill too many forms out to buy a computer or approve a road project.

* It drives people crazy. In fact, that's why we've gotten so many suggestions from DOT employees on how to simplify purchasing, or hiring, or grant applications. Government workers are good people -- they want to get on with their jobs -- not waste their lives filling out forms.

* We're already adopting the NPR's recommendations to cut red tape, create a competitive government, and cut back to basics. Let me give you some examples:

* We will streamline the enforcement process on transportation safety violations to so that it works much, much faster and also draws a line between serious safety violations and minor infractions.

* We're going to give more employees the right to buy what they need -- like a new stapler, or some pens -- down at the local drug store -- instead of filling out half a dozen forms.

* We're going to use automation and electronic communications to simplify grant procedures for state and local governments -- replacing hand-delivered documents -- to save time, money and paperwork.

* In the same way, we are creating data banks to assist individuals. Take a ship captain from Miami, for example. If he moves to Seattle, he might have to come back to Miami just to renew his license. This is crazy. We'll fix it.

* There are a lot of other internal reforms we're backing that will save taxpayers a fortune -- and make the DOT work better at the same time.

* We propose contracting out low level air traffic control systems at 100 smaller airports now serviced by the FAA -- at an annual savings of $20 million.

* More importantly, we will develop a detailed action plan and legislation to create a government-owned air traffic corporation within six months. We want to speed improvements in air traffic control systems and increase efficiency by introducing corporate-style management.

* The goal here is to enable FAA regulators to concentrate on maintaining the safest such system in the world -- while the managers of the new air traffic control corporation will be freed to use their business judgement -- with a minimum of bureaucracy -- to upgrade the system's equipment.

* We will support and participate in the President's Commission to review the U.S. Maritime Industry -- and will implement its recommendations.

* We propose eliminating $7.8 billion in Congressionally mandated highway "demonstration projects" by 1999 -- and requiring all federally supported highway projects to compete for funds through the normal comprehensive process -- not through log-rolling in the Congress.

* The NPR is just the beginning of a larger re-invention of the way government works.

* We are committed long-term to the process of continually re-evaluating DOT programs, procedures and policies to improve service to the American people.

* We will release our own internal DOT report on re-inventing government later this Fall.

4.60

U.S. Department of Transportation

News:

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

September 8, 1993
FOR IMMEDIATE RELEASE

CONTACT: Richard Mintz
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STATEMENT OF SECRETARY OF TRANSPORTATION FEDERICO PEÑA ON THE FAA EMPLOYEE TRAINING PROGRAM

There have been a series of allegations about the FAA Employee Training Program which predate my tenure as Transportation Secretary. When they first came to my attention, I directed the DOT Inspector General to undertake a comprehensive investigation. The investigation is looking at the the overall program including allegations from the Chicago trainings. The investigation is almost complete, and I will take appropriate action based on the Inspector General's findings.

I am deeply troubled by these allegations. If true, both FAA employees and taxpayers have a right to be outraged. The activities in question clearly have no place in any credible training program, and certainly not in one supported by the federal government.

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U.S. Department of Transportation

News:

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

REMARKS FOR SECRETARY OF TRANSPORATION FEDERICO PEÑA
FOREIGN SAFETY ASSESSMENT NEWS CONFRENCE
WASHINGTON, D.C. -- SEPTEMBER 2, 1994

Thank you all for coming.

As Secretary of Transportation, one of my most important responsibilities is to provide for the safety of the travelling public.

In furtherance of that responsibility, I am today releasing the initial results of the Federal Aviation Administration's foreign aviation safety assessment program. These assessments are a measure of the capability of foreign countries to provide safety oversight of their air carriers that operate in the United States.

We will be assessing these countries by using three classifications of safety oversight: acceptable, conditional, and unacceptbale.

The assessments we announce today are of importance because 46 percent of all arriving and departing passengers between the U.S. and other parts of the world are carried on foreign carriers. From now on, when people fly commercially on foreign carriers serving U.S. cities, passengers will have a new, valuable tool to help them choose a carrier that has an approved civil aviation authority overseeing its operations.

Let me describe the context of today's announcement. Historically, oversight of foreign carriers was not questioned and was assumed to be adequately addressed by the home government. Since nearly every country in the world is party to the 1944 Chicago Convention and a member of the International Civil Aviation Organization -- a country must pledge to adhere to ICAO's international safety standards.

However, after a series of accidents and incidents in the U.S. involving foreign commercial aircraft, the Congresss and the Department of Transportation, led by the FAA, began to question these assumptions. In 1991, we started sending evaluation teams to various countries to work cooperatively to assess their civil aviation safety oversight capabilities.

The FAA found that, in many cases, countries were simply not meeting their international obligations under the ICAO agreements.

- more -

Of the 30 countries evaluated thus far, the FAA has found that nine do not meet international aviation safety standards. They are: Belize, Dominican Republic, Gambia, Ghana, Honduras, Nicaragua, Paraguay, Uruguay, and Zaire.

Four countries have been given conditional acceptance ratings that allow them to fly in the U.S. under heightened FAA surveillance. They are Bolivia, El Salvador, Guatemala, and the Netherlands, Antilles.

I would like to emphasize that travel to these two groups of countries is not necessarily unsafe. To fly to these destinations, travelers should consider using U.S.-flag carriers and the carriers of other countries that have adequate civil aviation safety oversight.

In the handout, we have listed the 17 countries that have acceptable safety oversight. Our goal is to complete assessments of remaining countries by the end of 1996.

In conducting the evaluations, the FAA has assessed whether a country has an adequate infrastructure for international aviation safety oversight as defined by ICAO oversight standards. We look at five areas:

One, whether a country has legislation enabling the appropriate government office to adopt regulations to meet the minimum requirements of ICAO:

Two, whether the country's current regulations in fact meet those ICAO requirements;

Three, whether the country has implemented its regulations;

Four, whether the country conducts air carrier certification, routine inspection, and surveillance programs; and

Five, whether a country has the organizational and personnel resources necessary to implement and enforce safety regulations.

Since these initial findings, some dating back more than three years, the FAA, has been able to assist countries correct their deficiencies and raise their oversight capabilities to ICAO standards.

While we continue to work through the auspices of ICAO, in the meantime, in the interest of the public's right to know, we are releasing the results of these assessments. Our ultimate objective is not to point fingers, but to help countries upgrade their safety oversight capabilities. I believe this will support aviation safety here at home and throughout the world. The traveling public deserves no less.

Now, let me ask Deputy FAA Administrator Linda Daschle and other members of the FAA team to disclose the details of this important public policy.

FINAL

2.59

Remarks at South Boston Transitway Grant Ceremony
Secretary of Transportation Federico Peña
Boston, Massachusetts
September 10, 1993

Congressman Moakley, thank you for that kind introduction.

It's great to be in Boston again.

I'm always struck when I come here-- first, by the long stretch of this city's history -- and then, by Boston's capacity for renewing itself to meet new times and new challenges.

On my last visit, I was very impressed by the vast construction work that's underway now on the Central Artery -- Harbor Tunnel project.

And I'm impressed today by the plans to extend electric bus service through a new transitway along the shore of South Boston.

This project will support new development on a scale as large as the filling in of the Back Bay -- a whole new focus for growth in 21st Century Boston.

For that vision to come true, it's essential to provide fast, convenient transit to bring commuters and shoppers to and from the waterfront.

So it makes me very happy today to announce a grant of $37.9 million to the MBTA to help finish the design and environmental studies and begin building this new link from Boston's present to its future.

This, to me, is a perfect example of what President Clinton means when he talks about investing in America's people, getting our economy moving again and creating good, lasting jobs.

Because while there will obviously be plenty of good jobs in designing and building the new transitway, that's only the beginning.

Long after this work is finished, what we invest today will pay dividends in new, permanent jobs.

We'll see thirteen million square feet of new office and retail and manufacturing space.

We'll see the revitalization of the South Boston Piers area. We'll see the rise of a beautiful new section of this city by the sea.

That's what wise investments in transportation can bring.

And that's why President Clinton has sought far more in transit funding than ever before to help cities from Los Angeles to Boston improve existing systems and even create new ones.

With that federal help, the MBTA has taken the oldest public transit system in the country and made it one of the newest and best. We should all be proud of that.

The President believes, as we at the Department of Transportation do, that transit not only brings jobs and economic development but that it can cut down on traffic congestion and pollution, free valuable land for parks and open spaces, and make peoples' daily lives more convenient.

That's what the President means when he talks about investing in our people and our future.

But it doesn't just happen. It takes vision and patience and a lot of hard work.

That's exactly what Senator Kennedy and Senator Kerry provide for the people of Massachusetts.

And when you look into the background of any one of these new projects here in Boston -- whether it's the Central Artery-Tunnel or the South Boston transitway -- you'll find another man from Massachusetts working hard, day-in and day-out to see them come true.

His name is Joe Moakley.

Congressman Moakley has pushed hard for each one of these projects. He's been patient and steady and he's gotten the job done.

Now, there are those who say that government doesn't work -- and they're right sometimes.

But Joe Moakley has an answer for the doubters. He says: "You're right. That means we have to make it work."

That's what Joe Moakley does for a living: He makes this government work for the people who elect him.

The evidence is all around us -- jobs, roads, development -- the building blocks of a better future for Boston.

And Congressman Moakley's concerns aren't just bricks and mortar but the quality of life.

He has fought for and won federal assistance to sound-proof neighborhood schools and more than a thousand peoples' homes near Logan airport so that his neighbors can study or eat dinner in peace and get a good night's sleep even though jumbo jets are passing overhead.

I'm pleased to announce that we will be authorizing a further $7 million in Federal Airport Improvement funds to carry this work on for hundreds more homes in the Logan airport area.

That's another example of making government work for the people -- and Joe Moakley has been a very strong advocate. Believe me!

The truth is, if anybody tells me that line about how all those Representatives down in Washington have lost touch with their friends and neighbors and communities, I'd have to say: "Not Joe Moakley."

And when anybody says that our government can't work for our people, can't get this economy moving again, can't create good jobs -- I just think about the future we're building together here.

Whenever I do that -- and whenever I come here to Boston -- it reminds me that for all the glory of our history, the best days of America are yet to come.

Thank you very much.

2.58

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MEETING WITH DOT EMPLOYEES
BOSTON, MASSACHUSETTS
SEPTEMBER 11, 1993

- I'm delighted to have this opportunity to share my thoughts about "reinventing government" with so many of the people I'm depending on to get the job done.

- By now I'm sure that all of you have read and heard a great deal about the new National Performance Review headed by Vice President Al Gore, and I'd like to set the record straight on a few points that concern the operation of the Department of Transportation.

- Unlike many past reviews on ways to reform our government, this one was produced by federal employees -- not outside consultants or critics. Hundreds of your colleagues contributed.

- The Review seeks a common goal shared by all of us in this room: that is, creating a government that works better and costs less.

- Using the Review as our roadmap, we can accomplish our goal in four ways:

1) by putting the "customer" -- in our case, the American taxpayer -- first;

2) by cutting red tape;

3) by empowering you -- the Department's employees to get results; and

4) by cutting back to basics -- our basic mission of maintaining the safest, most efficient, most productive transportation system in the world.

- In the few months that I've been Secretary of Transportation I haven't met a single career civil servant who wouldn't like to see government operations improved.

- I know that many of you are frustrated with antiquated equipment and even more archaic rules -- seemingly written in stone.

- All of you -- I've found -- want a government that encourages creativity and innovation, that works more efficiently and gives the "customer" the best value.

- The National Performance Review offers a blueprint for such a government and I ask your help in implementing it.

- To implement the recommendations requires a covenant between us.

- I believe you want to know that you will be treated fairly; that you will be rewarded for effort and hard work; that you will not be punished for suggesting a new way of getting the job done.

- In a word, you want some encouragement to take small risks, to speak up even if your idea is tried and turns out not to be as good as you think it is at the moment.

- I promise you all these things and more.

- I promise you that implementing the NPR will save billions of taxpayers' dollars. But these savings will not come at your expense.

- We have no -- repeat no -- plans for massive or sudden wage cuts, wage "freezes", RIF's or other measures that strike at federal job security or benefits.

- What staff reductions do occur will come almost exclusively from attrition and possibly from early retirement "buy-outs" of up to $25,000 if Congress approves them.

- We cannot -- and President Clinton would not -- balance the federal budget on the backs of government employees.

- But we will be seeking greater productivity. Any of you can probably suggest 100 ways to increase productivity through reduced paperwork, red tape and time-consuming waste.

- And while we will be seeking greater authority for managers to fire for cause those few employees who consistently fail to perform, we will find ways to reward the vast majority of you who do perform well.

- Let me mention briefly a couple of specific reforms that pertain to our department.

- One is the proposal to contract out FAA air traffic control functions at 100 of the nation's smallest airports, and later to draft legislation to create a government owned corporation within the Department to handle FAA air traffic functions. As we work on this recommendation together, we will ensure job continuity and above all our commitment to safety.

- The second is a President Commission on the Maritime Industry. I know there have been several studies in the past. But the nation must soon make a basic policy choice in this area and this Commission will help us do just that.

- So let me assure you that the National Performance Review is not the end of the process of "reinventing government." It is the beginning.

- In the months and years ahead, this process will continue as we pare away waste and bureaucracy that so often stifles your creativity and leaves you with many frustrations and little job fulfillment.

- I urge you to join in the effort. Your contributions can directly shape the change we seek and leave us all with a new sense of pride in government service -- in a job well done and a mission accomplished.

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2.57

SECRETARY OF TRANSPORTATION FEDERICO PEÑA
NATIONAL HISPANIC HERITAGE AWARDS CELEBRATION
WASHINGTON, DC.
SEPTEMBER 13, 1993

Thank you very much. I'm delighted to participate in this National Hispanic Heritage Celebration and to have the honor of presenting one of your five awards.

Thirty-five years ago in that part of Texas I know so well because I too spent my youth there, a 15 year old high school kid went about with a convert's zeal, organizing teenagers into American G.I. Forum youth clubs.

The young man was Raul Yzaguirre. And he hasn't stopped organizing and advocating for "La Raza" since.

In 1964, he organized Hispanics in Washington, D.C. He called his group the National Organization for Mexican American Services. This organization, and Raul himself, played an important role in getting Hispanics included in the Civil Rights Act, the U.S. Commission on Civil Rights, the Equal Employment Opportunity Commission, and the Voting Rights Act, to name a few.

Since 1974, Raul has led the National Council of La Raza.

The rest of the world has taken note of Raul Yzaguirre's many outstanding accomplishments.

He is a recipient of the Rockefeller Public Service Award, the Common Cause Award for Public Service, the

Martin Luther King, Jr. Medallion, a fellowship to the John F. Kennedy School's Institute of Politics and, most recently, the Order of the Aztec Eagle -- the highest honor given by Mexico to a non-citizen.

It's time now that he be honored by the Hispanic Community he's fought so long and so well for. And it's an honor for me to make that presentation.

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2.56

Talking Points on the NAFTA
Secretary of Transportation Federico Peña
September 14, 1993

* NAFTA will create thousands of American jobs -- not eliminate them. But if NAFTA is rejected, hundreds of thousands of U.S. jobs are at risk.

* U.S.-Mexico trade has more than doubled since 1987 -- to more than $79 billion. Last year's trade balance was $5.2 billion in the U.S. favor.

* The only "great sucking sound" south of the U.S. border is the sound of Mexican companies and consumers snapping up U.S. exports and providing Americans' good jobs.

* Mexican consumers already buy more U.S. manufactured goods per person than Japanese or Europeans do -- and when Mexico lowers its tariffs and other restrictions, they will buy more.

* Some 700,000 Americans now make good livings producing exports to Mexico -- and that number should grow 200,000 more in a few years. These are good jobs -- paying $3,500 a year more than average U.S. wages.

* Mexican companies and workers gain, too, from access to the U.S. market. And as their wages and profits rise, they can buy more from us. Their future prosperity will be our prosperity. NAFTA is a "win-win" deal.

* NAFTA is the "greenest" trade treaty in world history. It is the only trade treaty -- ever -- that protects the environment and workers' rights.

* Securing Mexican stability depends on passing NAFTA. Mexico's leaders have lowered their tariffs far more than we will. They have gambled on our good will. Rejection would hurt their economy, cost Americans export jobs and force more illegal Mexican migrants to seek work in our country.

* Together with Mexico and Canada, we are about to create the most powerful free trade zone in world history. We will all be stronger in dealing with other trading partners. But if we reject NAFTA, we would send a signal of U.S. weakness all around the world. No trading partner would take us seriously or feel the need to make concessions to us. Rejecting NAFTA would weaken America and cost thousands of jobs.

2.56

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION, FEDERICO PEÑA
HISPANIC BUSINESS CEO ROUNDTABLE
WASHINGTON, D.C.
SEPTEMBER 14, 1993

Thank you very much, Bill, for that kind introduction.

Now that I'm up here, and I have the microphone, I'd like to return the favor and say that it's an honor to be introduced by a man who is showing great courage and leadership in Congress -- every day now -- in the fight for free and fair trade.

Let me also say how delighted I am to be with such a distinguished group of business leaders and professionals.

I know that over the next two days you'll be having an exciting time -- hearing from some of our finest legislators on crucial issues we face as a nation.

I hope you'll enjoy the give and take.

And I hope you let yourselves feel the electricity that is in the air in this town these days.

Lately, I'm reminded of a song that Paul Simon wrote a few years back that said, "These are the days of miracles and wonders....."

And we really are seeing miracles and wonders almost every day.

Communism is fading fast -- like a bad dream.

Nations all over the world, especially in Latin America, are opening up to free markets and democracy.

Old enmities and suspicions are dissolving.

Just yesterday, in the rose garden of the White House, we saw the miracle of Israelis and Palestinians signing an agreement to bring peace after nearly a century of hatred and bloodshed.

Just this morning I joined President Clinton at the White House for the signing of agreements on workers' rights and the environment to strengthen the North American Free Trade Agreement -- the greatest free trade zone in human history.

Ladies and Gentlemen, I suggest to you that when we see communists turn into stock-brokers and Yasser Arafat shake hands in peace with Israel -- these really are "the days of miracles and wonders".

One day soon -- I predict -- we may even live to see a treaty of mutual recognition ..... between Democrats and Republicans.....

We saw that kind of miracle just today when former Presidents Ford and Bush came to the White House to support President Clinton on NAFTA. Former Presidents Nixon and Reagan support the agreement too.

And that's as it should be, because whether it's cutting the deficit, streamlining government, passing treaties on free trade, fighting crime, or reforming a health care system that's draining us all -- the work in front of us is just too critical to America's future -- our childrens' futures -- to be held hostage to party politics and gridlock.

President Clinton and his whole administration look forward to working with Republicans and Democrats -- with Senator Dole and Congressman Gephardt whom you'll be hearing from, among others -- to meet these challenges together -- for the good of our country.

We made a strong beginning last month by passing the President's budget -- the first serious attack on runaway deficits in nearly a generation.

And we are already reaping some benefits.

Precisely because the world's financial markets can see that we are serious, interest rates have fallen more than 1% since the President's budget was proposed.

Millions of Americans are re-financing their homes, or finding it easier to finance a new house or a car or expand their businesses.

With the initiative that Vice President Gore presented last week to "re-invent" government -- we took a giant step to lock in those gains -- and to make this government work better and cost less.

The spending cuts and savings in these programs are real. More than 100 federal programs will be cut back more than $100 million each.

The streamlining proposed by the Vice President will save an additional $108 billion by 1999. We will reduce the federal workforce by more than 250,000 over the same period.

When you think about it -- President Clinton's economic strategy begins with the same actions that so many of America's businesses have had to take in recent years: face reality, stop runaway debts, cut costs and improve services to the customers -- in our case, the American people who pay for this government.

That's the foundation of the President's strategy. But a firm foundation is only the first step in building a house.

And as those of you in business know, no one these days has the luxury of focussing on just one single element of strategy at a time -- just marketing -- or just product design -- or just labor relations.

You have to move on many fronts at the same time -- however tough that is. And you need to make sure that each of your efforts fits with and re-inforces the others.

So do we. Because the same holds true for government.

My own job, at the Department of Transportation, demands that we work out plans for the national highway system, for new high-speed rail corridors, for keeping open world markets for American airline companies, for new subway and transit systems all across the country -- and most of all, for seeing that these efforts fit together to benefit the American people.

The job of the President -- the CEO of our government -- is much tougher. President Clinton must see that all of our Cabinet Departments -- all of our programs -- work together to enable this nation to meet the challenges of global competition.

Next week, for example, the President will outline his plan for over-hauling the nation's health care system.

This is an essential next step to making sure that runaway inflation in health care costs doesn't bankrupt the federal government, the states and private businesses like yours.

But what I want to suggest to you is that health care reform -- like virtually all of President Clinton's efforts -- is also an essential element in an international economic strategy for America.

The reason is simple. Every one of our major industrial competitors from Canada and Germany to France and Japan have developed health systems that cost so much less than ours does that they give foreign businesses huge advantages in competing with you.

If we're going to compete -- and win -- in the global economy of the 1990's, we have to face up to this reality and do something about it.

I believe that Democrats and Republicans will do something about health care -- together -- for a change -- for the good of the country -- for a change.

And the same holds true on another issue the President is fighting for -- the passage of the North American Free Trade Agreement.

As a son of the border myself, I can think of no single initiative with greater promise for our future -- and greater implications for America's role in world trade -- than NAFTA.

What we're doing by creating NAFTA is building the greatest free trade trade zone in world history -- three proud nations with 370 million people and total output of $6.5 trillion dollars.

Together, we will form the greatest economic power bloc on this planet -- with total output 25% larger than the whole European Community. Together, each nation -- the U.S., Mexico and Canada -- will be stronger than any of us are separately.

Passing NAFTA will create thousands of new jobs in America -- open markets for our exports --- and strengthen the forces of free markets and democracy from the Rio Grande to Argentina.

So I'm glad that the moment of truth has come on NAFTA.

Because much of the debate about NAFTA so far has been terribly one-sided -- and truth has been one of the first casualties.

NAFTA's opponents have done everything they can to scare our people.

They claim that NAFTA will encourage companies to move to Mexico and cost Americans their jobs. They claim it will damage our environment. They claim it will set off a new wave of illegal immigration. They claim it will undermine our sovereignty.

The are wrong on every one of these points.

Let's start with the argument that NAFTA will encourage more companies to move to Mexico and cost Americans their jobs.

This is flat-out false. The truth is that by eliminating high Mexican tariffs and other restrictions on our exports, NAFTA removes one of the major reasons that companies have moved to Mexico in the past: the need to jump over those barriers to get into the Mexican market.

Under NAFTA, more American companies will be able to produce here -- in American factories and offices -- and export their goods and services to Mexico.

The Big 3 automakers, for example, have traditionally exported only about 1,000 cars a year to Mexico. Under NAFTA, they expect to sell 60,000 the first year alone.

There are no new incentives for U.S. firms to move to Mexico in NAFTA -- none. Nobody is stopping them from moving -- they can do it now if they want to. But there are no new incentives to move under NAFTA and many new reasons to stay here and export south.

As for jobs, the plain fact -- as many of you know, is that the boom in trade with Mexico is already creating jobs and profits for American companies and workers. It is one of the key engines for job creation for the United States right now.

Even without NAFTA, U.S.-Mexican trade has more than doubled in the last five years -- to more than $79 billion. And the balance in 1992 was $5.2 billion in the U.S. favor.

That means that 700,000 U.S. workers earn their livings producing exports for the Mexican market -- right now.

We estimate that with the passage of NAFTA there will be 200,000 more such export-related jobs in just a few short years.

These are good jobs, by the way, paying roughly $3,500 a year more than average U.S. wages.

Many more of these jobs will come from the opportunities that passage of NAFTA will offer to small and mid-size companies that haven't been able to export successfully because of Mexican tariffs that are still more than twice as high as ours.

Those tariffs -- plus many non-tariff restrictions -- will all be phased out under NAFTA. The opportunities for American businesses to export south will explode.

So when you hear anybody talk about a "huge sucking sound" from south of the border -- you tell them that's not some vacuum cleaner sucking up American jobs -- it's the sound of Mexican consumers and companies snapping up U.S. exports.

I hope some of them them are <u>your exports</u>.

These are some of the reasons why most independent studies of NAFTA predict that it will be a net job producer for the United States.

This is why the U.S. Hispanic Chamber of Commerce, the Hispanic International Trade Council and the Latin Business Association all support NAFTA.

But since the critics of NAFTA don't have the facts on their side about jobs -- many of them have turned to fear-mongering about illegal immigration and the environment.

Let's look at these two points, starting with immigration.

According to some critics, once we pass NAFTA all of America's jobs are going to go south -- while millions of job-hungry Mexicans come running up north.

Well, they can't have it both ways. The truth is that free trade will be good for businesses and workers in both countries. That's why NAFTA is a "Win=Win" proposition -- an agreement that will benefit both countries.

Let's be clear: it's true that Mexican companies will benefit as their access grows to our market and Mexican incomes and wages will continue rising to close the gap between our two nations.

But that's no threat to America -- it's a tremendous gain for us.

First, because as Mexican wages rise, opportunities for U.S. sales to Mexico will rise with them.

The truth is that Mexican consumers actually prefer U.S. goods and services to those from other nations. They may be far less wealthy, but they already buy more American manufactured goods per person than the Japanese or Europeans do.

As Mexican wages grow, more Mexicans will be able to make a good living at home.

They'll no longer be forced by lack of opportunity to try their luck illegally crossing our borders for work. So there will be no wave of new illegal immigrants.

NAFTA will not open our borders or permit more immigration. What it will do is enable more Mexicans to prosper at home -- by producing for our market.

Their future prosperity -- in Mexico -- will be <u>our</u> prosperity, too.

That doesn't mean there won't be tough competition between Mexico and Canada and the U.S. But there is tough competition between our countries right now -- just as there is between California and Massachusetts or Florida and Pennsylvania.

But just as your businesses are better off to have the whole United States to sell into freely -- so will there be greater opportunities for you to sell into the states of Mexico and the provinces of Canada without hitting high tariff walls.

Wrong about jobs -- wrong about immigration -- NAFTA's critics turn to stirring up fears about the environment.

The say this agreement will somehow lead to a huge new surge of pollution across our borders from Mexico.

The truth is exactly the opposite.

NAFTA is the "greenest" trade pact in the history of the world. It is the only trade treaty ever negotiated that includes tough, specific provisions for the protection of the environment and workers' rights.

Under NAFTA, the U.S. Canada and Mexico are all committed to enforcing -- and never lowering -- their environmental laws.

Believe me, none of these governments are going to want to pay the huge fines -- up to $20 million -- that can be assessed -- on the government, by the way -- if a company engaged in cross-border trade is violating its own nation's environmental laws.

This is a powerful incentive, especially for Mexico, to strengthen its efforts for a clean environment.

But if NAFTA were to fail, all of this leverage would be lost. The bottom line is: passing NAFTA is good for the environment -- rejecting it invites a return to the bad old days when nations were tempted to compete for business by lax environmental enforcement.

There's one last fantasy of NAFTA's critics that I'd like to dispell: that's the notion that it would somehow undermine our sovereighty.

The truth is that all three nations have compromised -- to put some teeth into environmental and workers' rights agreements -- and agreed to review by tri-national commissions.

But these commissions can only demand that each nation enforce its own laws -- let me be clear -- that means we've agreed to <u>enforce our own</u> laws.

There is no supernational bureaucracy. We remain proud, sovereign nations free to make our own laws at the state, local and national levels.

Wrong as they are on jobs, immigration, the environment and sovereighty, NAFTA's critics are even more adrift on the most fundamental issue: whether the U.S. will face up to global competition or retreat into a shell.

I would remind them that our national symbol is the American Eagle -- not the turtle, not the armadillo -- but the Eagle.

Our nation has soared to greatness by facing up to and winning in global competition.

And when we look around us -- when we examine the global competition we face -- we see more and more nations forming regional blocs to strengthen their hands.

The nations of Europe are forging a great economic market. Japan is building links to its trade partners in Asia.

And they're reaching out to form these alliances and trade agreements to strengthen their economies. They are not afraid of competition from low-wage nations.

Because if low wages were the key to industrial success, then Haiti and Bangladesh would be economic superpowers.

Instead, our toughest rivals are high-wage high-tech nations like Germany and Japan -- both of them busy forging trade alliances in the global economy -- neither of them in retreat.

Now, NAFTA's critics would have us run from the challenges of the new global economy and hide inside some "Fortress America."

But as the great heavyweight champ, Joe Louis warned us, "You can run, but you can't hide."

And we don't have to. Because if we develop a global economic strategy now -- if we make wise investments now in education, transportation, high-technology, defense conversion and worker training -- generations of Americans to come will not only survive global competition -- we will prevail.

We have the savviest entrepreneurs, the best technology, the most efficient transportation system and the most productive workforce in the world.

We do, in fact, have factories in this country where workers earning $16 an hour build cars more cheaply than some foreign workers earning $2 a hour -- because they're more productive.

We can build on those strengths -- and every element of the President's program -- from better education to affordable health care to support for free trade -- is part of a strategy to do just that.

So I say to you, when it comes to NAFTA and the other, worldwide free trade talks now underway, Franklin Roosevelt's brilliant words ring true: "We have nothing to fear but fear itself."

Yet if we yield to those fears -- by rejecting NAFTA -- we will send a terrible message for all the world to hear.

The courageous leaders of Canada and Mexico who have lowered their tarriffs and made vast concessions will learn that free trade with America is political poison.

To those leaders throughout Latin America who have courageously dismantled state-run economies and chosen free markets, we would say: "Never mind...there's no reason to go on."

The dream of a Pan-American free trade zone -- with NAFTA as its first step -- would be dead for a generation.

We'd lose export markets, especially in Latin America, as other nations stepped in.

And let me assure you -- our trading rivals are not afraid to compete and cut deals and form strategic alliances with nations that we would disappoint.

If NAFTA were rejected the message that the United States is afraid of free trade would be heard in Moscow and Eastern Europe, in Beijing and Berlin and Tokyo.

Why would any nation negotiate seriously with us and make real trade concessions if we showed ourselves afraid of our own neighbors?

Believe me, rejecting NAFTA would turn a solid victory on a good treaty into a pointless mistake that Americans would regret for years.

Ladies and Gentlemen -- the stakes in the vote on NAFTA are too big for a nation of winners like this one to lose on.

So I ask you to make your voices heard.

Speak out against the counsel of fear and the calls for retreat.

We need your help. This is going to be a tough fight.

But it's a fight we're determined to win -- Republicans and Democrats together, for a change -- not as partisans, but as Americans.

NAFTA is an agreement that was dreamed of by two Republican Presidents -- Ronald Reagan and George Bush.

And it's an agreement that will be won for us by a Democratic President -- Bill Clinton.

Because the fight to pass NAFTA isn't about party.

It's about getting this economy moving and creating more jobs -- Yes -- but it's also about two visions of America.

It's about whether we build on the great victory of free market economies in the Cold War -- or withdraw into a new economic isolation.

It's about whether we advance to meet the realities of global competition -- or abandon our leadership, leaving the future to our rivals.

It's about whether we develop a strategy for success in the future or curl up with our fantasies of the past.

And it's about whether we believe the critics and the fear-mongers who tell us that America's best days are over -- or whether we believe -- as President Clinton does -- and I do -- and I know you do -- that America's best days are yet to come.

Thank you very much.

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2.55

SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SOCIETY OF HISPANIC ENGINEERS
SEPTEMBER 15, 1993
WASHINGTON, D.C.

I'd like to thank Congressman Esteban Torres for that very generous introduction and for his outstanding service in the United States Congress.

Let me say also that I am honored to meet with you tonight to join in tribute to the National Hispanic Leadership Agenda and all the hope, dreams and accomplishments it represents.

This month, as we recognize the many achievements of Hispanic Americans, we also recall the universal appeal of the American ideal of freedom and opportunity for all.

We stand here in Washington tonight at one of the most exciting times in the history of civilization. Three powerful forces for change propel us as we celebrate this Hispanic Heritage Month.

One, we rejoice in the celebration of peace in the Middle East, and acknowledge that ours is a time of sweeping political reform and dramatic social change all around the world. I had the honor of witnessing the drama of peace at the White House Monday when Palestinians and Israelis shook hands and I can tell you it was a powerful moment for me.

Second, we live in a time of unprecedented economic opportunity as embodied in the North American Free

Trade Agreement. Yesterday the President signed the side agreements on labor and the environment, allowing us to move forward and win Congressional approval for NAFTA. I have every confidence we will succeed in creating the largest market in human history with 370 million people and a $6.5 trillion output. It will be a market that enriches all our people -- North and South of the border.

And third, we live in an age of stunning technological innovation that opens up countless new vistas for the scientists and engineers in this room tonight. Many of you can bring your own creativity and innovation to two dynamic national initiatives that will transform our economy and our daily lives as much as transcontinental railroading and commercial aviation did.

The President's Technology Reinvestment Initiative to redirect the nation's defense technology to civilian uses will draw heavily on the strengths of the engineering community. This project will provide over $500 million in assistance to companies promoting dual-use technologies.

President Clinton launched this effort because he is determined not to leave those who won the Cold War for America out in the cold. And I sought full Department of Transportation participation precisely because of the great potential for using technologies developed for defense in the transportation arena.

It's only a small stretch of the imagination, for example, to conceive new composite materials like those used for the Stealth bomber being applied to coming generations of vehicles and even bridges. In fact, there is a company in California now working on a "Stealth Bus."

But the technology revolution does not end with dual use technology. The Department of Transportation is leading the Administration's push for a $1.3 billion investment in new high-speed rail corridors and technical research -- including the design of a world-class, American prototype of a magnetic levitation train.

Another revolutionary development that demands the creativity and innovation of engineers is the beginnings of Intelligent Vehicle Highway Systems. "Smart" cars and "smart" highways will be the wave of the future. New toll road technology, new on-board guidance systems that allow the driver to see great distances in the night, new traffic routing systems and a hundred technologies not yet dreamed of will help us stretch our highway dollars and give Americans the kind of mobility and safety they want and deserve.

But we cannot limit ourselves to intelligent vehicles and highways. We must have smart trains, smart ships, and smart airplanes and airports -- all guided by the Global Positioning System --the same satellites that guided our troops in Desert Storm and are now being adapted to civilian uses.

I can foresee American companies leading the world in a range of transportation technologies, and exporting super-sophisticated air traffic control systems, non-polluting vehicles, high-tech safety devices and components ranging from ceramic engine blocks to bridging systems made from composite fibers.

The changes that these technologies will bring to our economy, our transportation systems and our way of life will be wide-ranging. But this is an Administration committed to mastering change, to staying abreast of or ahead of the curve of technology. We are determined not to make the mistakes so common in the past when American ingenuity and innovation was brought to market not by Americans but by foreign nations.

We want to forge an alliance between American scientists, engineers and entrepreneurs that will ensure that the new technologies we develop lead to new American industries, employing American workers and engineers, earning American wages.

I hope you'll all play a part in that, because what we're really aiming for is to bring back an old American tradition that engineers have always had a hand in. That tradition is called <u>winning.</u>

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
OPENING CEREMONY NATIONAL HISPANIC HERITAGE MONTH
USDOT, WASHINGTON, D.C.
SEPTEMBER 16, 1993

Thank you very much for that introduction, Marguerita.

It's a pleasure for me to help kick-off a month of celebration of our Hispanic Heritage.

I want right away to congratulate all of the organizers and to tell you how pleased I am with the beautiful poster that Rodolfo Perez has designed for us.

And I'm also very pleased with the theme of this special month: "A diversified workforce for the future" -- because it's something that I've believed in all my life.

The great promise of America has always been that it is a land of opportunity for all peoples.

But as we know, that promise has too often been broken by barriers of discrimination and prejudice.

Many members of minorities -- and even the real majority -- women -- have been denied the opportunity to contribute their skills and talents to our country.

I know you believe, as I do, and as President Clinton does, that we have no time to tolerate intolerance, we have no patience for discrimination. We must -- and we will -- make the promise of equal opportunity real.

And that's not only a matter of justice -- it's a matter of common sense.

From my days as a civil rights lawyer with the Mexican American Legal Defense Fund, through my service as Mayor of Denver to the job I hold today, I have always believed that we can only give the American people the service they deserve if the talents of all of our communities are free to contribute.

And I'm proud to say that Bill Clinton is doing a great job of opening the doors to service for all our peoples. Todos nosotros.

President Clinton promised to appoint a cabinet that "looks like America" -- and that's just what he's done. We have two Hispanic cabinet officers, two African Americans and four women.

That's something that we can be proud of -- and build on. Because we are determined to make change not only at the top -- but in recruitment and promotion through all ranks of government and in our dealings with minority and disadvantaged businesses that contract with government.

I have asked my Deputy Chief of Staff, Katherine Archuleta, to see that we meet the most ambitious standards for diversity -- and any of you who know Katherine knows that she's the right woman for the job.

I'm sure Katherine will be working very closely with our newly-appointed Director of this Department's Office of Civil Rights, Antonio Califa. A distinguished lawyer, a fighter for equal rights, Tony Califa is also the right man for the job.

I believe that together, in this administration, we are going to take giant steps towards an America where discrimination is a sad memory -- not a daily threat. An America where hard work and perserverance earns rewards; where diversity is a reality, not just a hope; a that country we will be proud to pass on to our children -- just as proud as we are of our own Hispanic heritage.

I'd like you now to welcome Tony Califa.

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2.53

FINAL at NOON

SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SOCIETY OF NAVAL ARCHITECTS AND MARINE ENGINEERS
SEPTEMBER 17, 1993
NEW YORK, NEW YORK

I'd like to thank Admiral Kime for that very generous introduction and to say what all of you already know, that he leads one of most outstanding organizations in the federal government. We are very, very proud of the United States Coast Guard.

As Secretary of Transportation it is my responsibility to find ways to develop a constructive relationship with the entire maritime industry. Tonight I want to focus on two aspects of the industry -- carriers and shipbuilding.

We celebrate this centennial tonight at one of the most challenging and exciting moments in world history. It's a time of peace, sweeping political reform and dramatic social change all around the world. On Monday, I had the honor of witnessing a small miracle at the White House when Palestinians and Israelis shook hands in the search for peace.

Ours is also a time of unprecedented economic opportunity. On Tuesday, the President signed two key side agreements on labor and the environment, allowing us to move forward to win approval of the North American Free Trade Agreement. Together with our neighbors in Canada and Mexico, I have every confidence that we will succeed in creating the largest market in human history with 370 million people and a $6.5 trillion output.

This is a critical step in support of our broader talks on freer trade under the General Agreement on Tariffs and Trade. President Clinton believes -- as I do -- that passage of NAFTA is vital to sustaining U.S. leadership in world trade, creating thousands of new American jobs -- and strengthening our hand in talks with emerging trade blocs in Asia and Europe. As he says, "It's a good deal and we should take it."

Some of the jobs that NAFTA brings will be in our own maritime industry.

Although the maritime share of the U.S.-Mexico trade may not be large at the moment, the sheer increase in the volume of cargo that NAFTA will bring dictates that more will move by ship. [1]

Presently 85 percent of U.S.-Mexico trade moves by land. The number of truck and train border crossing is now 1.7 million per year and is expected to increase to six million with NAFTA. Clearly, there is great potential for maritime transport to reduce the congestion at border crossings.[2]

An exciting new initiative of the Department of Transportation is the Maritime System of the Americas -- a

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[1]A not yet released study by MARAD consultant shows water transportation has potential to save shippers as much as $10-$15 per ton for certain high value commodties moving between U.S. & Mexico. You can't be that specific because you can't take sides with waterborne against railroads -- but I have seen the charts. -- wynola

[2]potential because same study shows savings so great they will take business from rail.

three-phased Research and Development program designed to increase intermodal movements between the U.S., Mexico and Canada using the commercial waterbridge that links the Great Lakes, the Mississippi River Basin, the Gulf Intracoastal Waterway and the Gulf of Mexico.

Phase 1 has identified significant potential for employing technologically advanced vessels that can navigate both our shallow-draft inland waterways and the deep ocean. The second and third phases will focus on short sea vessels and intermodal land/sea services.

The Maritime System of the Americas also spotlights one of my highest priorities -- intermodalism. Already, the key criteria on which projects will be funded rests in large measure on the intermodal efficiencies any given project offers to the entire transportation system.

Naval architects and marine engineers have a central role to play in intermodalism -- in designing both the ships and craft of the future and dockside transfer systems. We know that no matter how efficient the individual components of the transportation system may be, the key to timely movement of international freight is at these intermodal connections.

These connections are made at our ports, the critical transfer points between land and water modes. Bottlenecks here threaten the Nation's future intermodal transportation system.

We are also living in a time of stunning technological innovation that opens up new vistas for architects and engineers. The President's Technology Reinvestment Initiative to redirect the nation's defense technology to civilian uses will draw heavily on the strengths of your profession. President Clinton launched this effort because he is determined not to leave those who won the Cold War for America out in the cold.

The Technology Reinvestment project will provide over $500 million in assistance this year to companies promoting dual-use technology.

Historically those projects are determined by the Advanced Research Projects Agency(ARPA) which administers the Technology Reinvestment Project, and until a few months ago the Department of Transportation had no input at all.

I sought full DOT participation precisely because of the great potential for using technologies developed for defense in the transportation arena.

And it's about time we developed a real strategy for defense conversion rather than simply cutting spending on bases, personnel and equipment and hoping for the best. My hope is that a good portion of this money will be used for shipbuilding and related technologies such as computer-integrated manufacturing, increased use of robotics and computer-aided design and new materials.

ARPA has sought proposals to strengthen our shipbuilders' ability to compete with the best foreign yards.

Many domestic shipyards and affiliated companies responded and the initial awards are expected to be announced by the end of this month.

This initiative appears to be a well-conceived plan to begin to revitalize the commercial shipbuilding base, reestablish competitiveness in the world market and create jobs.

American shipyards have a strong base upon which to enter the international arena. They have built the most sophisticated and complicated vessels in the world for the U.S. Navy. They have a large, well-trained work force, eager to employ their talents. They have large, available facilities. This is an opportunity to convert many of the processes used to construct warships to commercial shipbuilding.

Our goals are to eliminate foreign shipbuilding subsidies through negotiations and to make available defense transition assistance. I believe we can build on this foundation to meet the challenge of building the next generation of commercial vessels. But it will take a new, strong partnership between the industry and government to make the transition.

I believe we have a President who is up to this challenge. The first few months of the Clinton Administration have already been marked by tremendous progress -- the budget

agreement that reduces the deficit, the NAFTA side agreements that open the way to economic gains, the health care reform plan being announced later this month, the National Performance Review that will go a long way toward "reinventing government" and making it more efficient. We've made this progress because Bill Clinton has shown the courage to make many difficult decisions.

It was not easy to stand firm for a budget that would reduce the deficit, set this nation on a steady course of fiscal responsibility and restore our credibility in world financial markets.

It hasn't been easy to stand four-square for NAFTA while opponents play fast and loose with the truth and try to panic the American people. But the President is telling the people the truth about the positive impact of NAFTA in terms of U.S. jobs and exports.

It won't be easy to face the difficult decisions about the future of the maritime industry. Maritime revitalization will be a very difficult task. But these are decisions that must be made as soon as possible, given the pressure that companies have put on to reflag.

It's time that we face this task and this basic truth: Our position as the world's largest trading nation and the only remaining superpower was achieved through a century of vigorous American maritime policy -- which brought us to near dominance of the seas a generation ago.

I won't go through the history of the maritime industry's decline. You know the facts about the past. Let's look at the bottom line question for our future: that is whether we succeed in enabling the American maritime industry to rejuvenate itself.

We have to ask ourselves the basic question of whether or not it is prudent to allow our maritime industry to fade away -- and allow America's fast growing international trade to be carried almost exclusively in foreign-owned ships. Is it a wise choice to rely on foreigners, for example, to carry logistical support to our armed forces in some future crisis in which we do not enjoy the world support we did in Desert Storm?

In short, are we willing to tolerate an unending decline in the maritime industry -- or can we find ways to reverse that and seize the opportunities ahead for this industry? There's no question that there are great opportunities ahead.

The Maritime Administration estimates that 7,400 to 9,800 new ships will be built worldwide by the year 2001 -- three-quarters of them from the late 1990's on. Thousands of these ships -- most of them -- will result from the need to replace aging vessels. The rest, from the growth of world trade. I believe that America must be ready to compete and compete fiercely for a sizable share of this shipbuilding business.

That's why as soon as I became Secretary of Transportation, I met with representatives from all sectors of

the industry -- carriers, shippers, labor and shipbuilders -- to get their ideas on how to make the maritime operations and shipbuilding industry stronger. All of us agreed on one point: Band-aid solutions won't work. Major changes are needed.

By April, I had completed my analysis of the situation and presented a set of maritime policy initiatives to the National Economic Council at the White House.

The interagency group met regularly over the course of several weeks to discuss those proposed initiatives in detail, along with alternatives. The NEC's recommendations are still under review.

Currently, policies affecting the nation's shipyards are also under review by the NEC. Of key interest in this are the renewed international negotiations to eliminate shipbuilding subsidies by the countries of the Organization for Economic Cooperation and Development (the OECD).

American shipyards deserve to compete on a level playing field for the surging demand for ships that is projected for the second half of the 1990s. Once that field is level -- and our negotiators are determined that it will be -- domestic shipyards will be in a much better position to make the necessary transition from their successful defense construction to international competition. It will not be easy, because our competitors hold established positions in the world market. But I am convinced that American yards are equal to the task.

I expect specific recommendations affecting shipyards to be forthcoming within the next few weeks.

I believe our shipbuilding industry can be revitalized -- but only through intelligent cooperation among labor, management and government applying long-range thinking to achieve long-term success.

If we use the power of government to encourage wise investment now in technology development -- and if we form a constructive partnership with shipbuilders, I believe we can move into the next century with our shipyards productive and profitable again.

For several generations now, the Society of Naval Architects and Marine Engineers has upheld the professional skills and inspired the vision that gave us the most productive ships the world has ever seen. That's why the small fleet we have today can carry as much as the 2,700 liberty ships under U.S. flag at the end of World War II.

In the next half century, world commerce and the movement of containers will grow -- to seven to ten times the volume we see today. And you will be required to exert even more creativity in designing ships that are not only bigger, but more efficient, safer and far more sensitive to the environment.

I want to see hundreds of U.S.-built, U.S.-flag ships joining a rejuvenated U.S. fleet by the turn of the century. And so I urge you as key players in the maritime community

to work with us to create a viable strategy for American maritime revival.

And if the industry unites to make the President's recommendations work, it will be the first giant step toward rebuilding a vital element of our nation's economic strength.

Naval architects and marine engineers have a long and proud tradition in this country. I ask you to join us in bringing back an old American tradition that you've always maintained. It's a tradition we need to rediscover our future. It's something that Americans have always been good at. It's called <u>winning.</u>

Thank you very much.

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2.52

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
DEAF AWARENESS WEEK
U.S. DOT -- WASHINGTON, D.C.
SEPTEMBER 20, 1993

My thanks to Dr. Peter Suazo, our acting Deputy Director for Civil Rights for that very generous introduction and to Ron Fudenske and Kris DaCosta and all of the other the organizers of this event for inviting me here today.

I want to also thank them for helping me learn just a few signs -- and to feel just a bit of the experience of speaking with my hands.

So I'd like to say, HELLO (signs), it's GREAT (signs) to be here and THANK YOU (signs) again for inviting me.

This is the first Deaf Awareness Week ever at the Department and I'm every proud of all of you -- because it's a worthy part of our larger committment to diversity in the federal work force.

I have always believed that we can best serve the American people only if we draw on the skills and talents of all our peoples -- and never let prejudice exclude anybody who has a contribution to make.

President Clinton believes that, too.

Everyone in this administration is committed to opening doors of opportunity to all without regard to race or gender or sexual orientation or whether a person is hearing or sighted or disabled.

We need all our peoples' talents. All of them.

And the truth is that deaf and hard-of-hearing people have great talent and great determination -- and they been serving America and making great contributions all along.

Our deaf employees here today are living proof of that. You are also proof positive that the discrimination and misunderstanding of the past is giving way -- and will give way -- to a new understanding of what deaf people have to offer.

Today's keynote speaker, Dr. Jack Gannon, who is the Special Assistant for Advocacy to the President of Gallaudet University here in Washington, will have far more to tell you than I about the struggle for recognition and equal treatment by deaf Americans.

He has written a wonderful history of Deaf America.

And he has also written about the passion and eloquence of the deaf students and faculty in the Gallaudet University protests back in 1988.

Those were truly signs that unblocked minds around the world.

We're fortunate today to have Jack Gannon to tell us more about the rich heritage of Deaf America.

I welcome him.

And If I may, Dr. Gannon -- thanks to what my friends and colleagues -- have taught me I'd like to say HELLO (signs), THANK YOU (signs) for coming. It's GREAT (signs) to have you here.

Thanks Again. THANK YOU (signs) all.

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2.50

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
September 22, 1993

Contact:
Richard Mintz
202-366-4570

PEÑA STATEMENT ON AMTRAK ACCIDENT

Transportation Secretary Federico Peña and Federal Railroad Administrator Jolene Molitoris traveled to Mobile, Alabama this morning to inspect the derailment of AMTRAK train #2.

Upon his departure, the Secretary issued the following statement:

> The accident today is a terrible tragedy. Our thoughts are with the injured and the families of those who died.
>
> The National Transportation Safety Board will take the lead in investigating the accident. Federal Railroad Administrator Jolene Molitoris and her staff will cooperate fully with the NTSB and AMTRAK. FRA is the lead federal agency in regulating and enforcing railroad safety.
>
> Other DOT personnel are already on the scene and have been assisting with rescue operations. The Coast Guard was one of the first agencies on the scene and has provided rescue and medical evacuation aid through the Air Station in Mobile. The Federal Aviation Administration has closed the air space near the accident location to facilitate rescue flights.

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2.51

DRAFT - 9-22- at 5 p.m.

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
RAILROAD SAFETY CENTENNIAL
SEPTEMBER 23, 1993
WASHINGTON, D.C.

I'd like to thank Jolene Molitoris for that generous introduction and all of you for joining us.

We meet at one of the saddest moments in American railroad history. I've just returned from Saraland, Alabama, site of the worst disaster in the history of AMTRAK.

Many people who would have been here this morning are still on the scene. The Federal Railroad Administration is working side by side with AMTRAK, the National Transportation Safety Board, local officials in Mobile County, the United States Coast Guard and many, many others to do everything possible to first, rescue the survivors and take care of the injured; second, answer the

big question, "Why?" and third -- and most importantly -- take every measure possible to ensure that something like this never happens again.

You in this room know that rail accidents involving fatalities are few and far between, but each one -- as the tragedy at Saraland demonstrates -- weighs heavily on our hearts and minds.

When I met with some of the survivors yesterday I can tell you it brought home to me the great responsibility we have for safety. Our hearts go out to the loved ones of those who died and to the injured for their suffering.

So let us begin this Railroad Safety Centennial with a minute of silence. *(PAUSE)*

Now let us resolve that while our railroad safety record is very good -- we can never, ever let up. We have

all just received a stark reminder that in transportation safety, any death is one death too many.

As Secretary of Transportation, safety is -- and always will be -- my number one priority. And the future will make rail safety even more critical than in the past.

By the next century our rails will carry more passengers and cargo than ever before -- using futuristic technology like high speed rail and satellite guidance systems. Our rails will be faster than ever before, more efficient, gentler on our environment and seamlessly knitted into an efficient, intermodal transportation system. But if this vision is to come true, they will have to be safer than ever as well.

This is a commitment built on the hard work that began a century ago. So let's use today to remember our achievements as well as to reflect on yesterday's tragedy.

The federal role in railroad safety was born at a time when human life must have seemed expendable and federal regulation of commerce was opposed as an infringement of private property. In the last century, thousands lost their lives because of the need to couple cars manually or set hand brakes to stop trains.

Finally, spokesmen for rail labor, a few progressive railroad owners and compassionate elected officials decided that commerce and safety had to be made compatible.

We think it takes a long time to enact safety legislation or issue a regulation today. Twenty-two years elapsed between the time that Senator Sumner of Massachusetts asked for an investigation of railroad safety (in 1871) and the enactment of the original Safety Appliance Act in March 1893. Not exactly "high speed."

How should we commemorate the 100th anniversary of an active effort by our federal government to provide for the safety of railroad operations? Especially in light of Saraland? While we mourn the tragedy, let us also honor the legacy of those who, through 100 long years have --

-- one, labored to create and build the federal railroad safety program;

-- two, served, often at great personal cost, in the program; and

-- three, worked in their capacities as legislators, employees, labor representatives, railroad managers, suppliers, and researchers together in concert with the people of the federal railroad safety program to produce the extraordinary record of safety that rail boasts today.

Let us also include in that recognition our participating state programs -- all 30 of them. Since

enactment of the Federal Railroad Safety Act of 1970, participating states have contributed significantly to the strength and vitality of this program. Prior to that time they pioneered many of the safety initiatives that became integral parts of the national program.

Even in this moment of sorrow, we have reason to be very, very proud.

Rail track, equipment and signal systems are better designed and maintained than ever before.

Employees are more highly trained, more productive, more innovative, and more safety conscious.

The industry moves about 1.5 million carloads of hazardous materials each year, yet there has not been a fatality from release of hazardous materials in transportation since 1986, and only one since 1980.

Until yesterday's tragedy, train accident rates and employee injury rates had reached historic lows.

We see progress even at the highway-rail crossings, where safety is most at risk and progress is toughest to achieve.

On virtually every front except trespasser safety, we continue to make progress.

But I don't have to tell you that much remains to be done.

Properly crafted federal regulations and an active compliance program drawing upon federal and state resources provide the foundation for this record -- and for doing better in the future.

Indeed, the case for the Federal Railroad Safety program remains as sound today as 100 years ago.

In a broader sense, the Department of Transportation's role is to ensure that transportation companies compete on the basis of service quality and rates that fairly reflect legitimate cost -- not by shortchanging safety. We are the standard setter and the enforcer -- the role that most often comes to mind when we talk about the Federal Railroad Safety Program.

But we have additional opportunities to serve that transcend that narrow definition of regulator.

We can help small railroads through training.

We can promote safety research and development that might not be practicable from the point of view of the individual railroad.

Through the industry's own associations and directly, we can spread seeds of change by transferring practical knowledge among the North American railroads.

We can provide the services of an honest broker to ensure that safety is strongly emphasized when the interests of suppliers, private equipment owners, and the railroads temporarily diverge.

We can ensure that all levels of government are pulling together for safe and efficient rail transportation services, rather than working at cross purposes.

Finally, we can provide the ear of a sympathetic listener and the voice of reason when members of the public raise safety concerns -- seeking imposition of unnecessarily burdensome restrictions.

That is what the Federal Railroad Safety Program has been doing throughout its history, and many industry leaders have offered generous thanks for those contributions.

And the symbol of what is good about this program -- and the person through whom most railroaders get to know their government -- is the railroad safety inspector. At Saraland, a railroad safety inspector was one of the first to the scene to a place that was inaccessible except by air or water.

I think the accident in Alabama points out that just as safety depends on the employees of a railroad or any other transportation company, so too, the contributions of the federal government and participating states depend on the people -- past, present and future -- who labor diligently to make safety a reality.

We know the future -- like the past -- is full of challenges.

First, FRA has before it many regulatory projects mandated by law. We must be responsive to the

commands of statutory law and keep faith with the Congress, which defines our charter. While we must act more quickly, we must be mindful that regulations will be effective only to the extent that they are realistic.

Second, resources are scarce and we must work together to find affordable solutions to safety risks.

Third, railroads are clearly going to play an ever-larger role in transporting people and freight. But public expectations for transportation safety are justifiably higher today.

This means we must ensure that our rail transportation system is capable of meeting growing traffic volumes -- safely -- and at a cost we can all afford. The alternative is more gridlock on our streets, many more deaths on our highways, pollution of our air and ultimately, restriction of our mobility as a society. We

have the know-how to meet these challenges, but we need to renew our commitment to work together.

If we do, I believe we'll find that rail's Golden Age is not behind us, it's ours to create anew.

So the train has come full circle back to Union Station. Today, of all days, let us draw from the tragedy in Alabama a new sense of our responsibilities for safety. And let us rededicate ourselves to work in partnership to meet the safety challenges that rail's future demands.

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2.49

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
September 23, 1993

Contact:
Richard Mintz or
Jenni Watson
202-366-4570

TRANSPORTATION SECRETARY FEDERICO PEÑA'S STATEMENT ON AMTRAK ACCIDENT

I have today directed the U.S. Coast Guard to review marine safety issues that may be related to the tragic Amtrak train derailment in Alabama.

While the National Transportation Safety Board has lead jurisdiction over investigating the derailment, the U.S. Coast Guard will review:

(1) Requirements for licensing tow boat operators.

(2) The history of incidents involving licensed towboat operations.

(3) The requirements for reporting marine incidents involving aids to navigation and other structures and the adequacy of penalties for failure to report.

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2.48

OPENING REMARKS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
1993 FAA HISPANIC HERITAGE MONTH
SEPTEMBER 24, 1993
WASHINGTON, D.C.

- **I'd like to thank Mark Rios, President, Capital Chapter, National Hispanic Coalition of Federal Aviation Employees, and all of you who had a part in putting together this outstanding month.**

- **Hispanic Heritage Month is a time to celebrate the rich culture that makes us a unique people**

  -- a time to honor achievements like those of our distinguished guest, the very talented actor Edward James Olmos;

  -- and a time to pay tribute to those in the past who gave us the cherished values of family, community, church and country and who struggled so we could have a better life.

- **But most of all, I ask you to let this Hispanic Heritage Month be a time to look ahead to the future.**

- **You have chosen a very significant theme: Diversity in the Future.**

- **President Clinton and I are deeply committed to diversity in the federal work force. As a matter of fact I made an understand of diversity one of my criteria in selecting heads of Administrations and Staff Offices. And I want you to know that David Hinson scored very high marks.**

  -- David Hinson will not only support diversity he will aggressively seek diversity.

  -- He has my fullest support and I ask you to give him yours, not only in the task of diversity but in meeting the challenges ahead for the FAA.

- **I ask you in this room today and all FAA employees to bear in mind that the word diversity is <u>inclusive</u> and not <u>exclusive</u>.**

-- When we practice diversity, we recognize everyone -- <u>everyone</u>.

- Diversity means inclusion -- hiring, developing, promoting and retaining employees of every culture, religion, race, gender and political persuasion under the sun.

- I believe that we can only do the best job of serving the American people if we draw on the talents of every community and group that make up this nation.

- We welcome the skills and perspectives that diverse individuals bring to the work place.

- And when we single out one group -- as we're doing in Hispanic Heritage Month -- we are doing it not only to celebrate our uniqueness but to share with others what it means to be Hispanic.

- And just as we welcome our fellow employees to learn the joys of Hispanic culture, so are we willing to learn the cultures of others.

- Let this Hispanic Heritage Week be a time to celebrate not only ourselves, but the uniqueness and dignity of all Americans. And let us work with others to make the Federal Aviation Administration the most successful and diverse work force in the country.

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2.47

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
COLORADO COMMUNITY INITIATIVES
WASHINGTON D.C.
SEPTEMBER 28, 1993

Thank you very much for that introduction. It's great to see so many familiar faces here in Washington. This almost feels like a high school reunion.

But I'm not only glad to see all of you here, I'm glad to see all of you now.

Because you've come at a time when Washington has an air of electricity about it -- like the Paul Simon lyrics: "These are the days of miracles and wonders."

Just in the last few weeks, we've seen history being made -- one giant step at a time.

We've seen President Clinton win passage of the first budget in twelve years that will really cut spending and get our deficit under control.

We've seen the miracle of Israelis and Palestinians shaking hands in peace.

We've seen the miracle of Nelson Mandela calling for and end to sanctions and new investment in South Africa because apartheid is finally dead and gone and a new, multi-racial democracy is coming.

We've seen the signing of President Clinton's National Service Act, which will give hundreds of thousands of young people the chance to serve America as teachers or police or health volunteers -- and earn college funding as they do.

I believe that this will be the "GI bill" of our times.

And we've seen another miracle: we've seen Democrats and Republicans actually working together

for a change -- for the good of our country, starting with the National Service Act.

We're going to need more of that kind of co-operation, more bipartisanship as we come to grips with two of President Clinton's most crucial initiatives:

The first is the health reform that will provide all Americans with lasting security, contain runaway costs, cut red tape and help our economy grow -- free from the weight of medical inflation and insecurity.

The second is the passage of the North American Free Trade Agreement -- which will create the largest, most powerful trading bloc in human history, open markets for U.S. exports and generate thousands of new American jobs.

Both of these issues are too important for our country's future to be caught up in party politics and bickering -- and they won't be.

I'm convinced that we will see Democrats and Republicans work together to pass both health care reform and the NAFTA. As the President says, these are both good deals for this country and we should take them.

Health reform and NAFTA are just two of a series of exciting efforts now underway in Washington.

We have a young, energetic President who is determined to get this country moving -- to face up to problems we're ignored -- and to find solutions that will work.

Step-by-step we are putting together policies that will cut the deficit, streamline government, open the doors of college, offer lifetime training to our workers, give Americans peace of mind on health care, help our defense industries convert to the needs of peace, encourage private business to invest, open world markets to American exports, strengthen our infrastructure and speed up the technological revolutions underway in transportation, communications, and manufacturing.

All of these initiatives are designed to fit together as parts of a broad economic strategy that President Clinton is building for our country.

Some say that he's trying too much.

But the truth is, that every step the President is

taking -- every one of them -- works toward a common goal: restoring the American dream by making our people better able to compete -- and win -- in the tough global marketplace that we must face.

None of this is easy -- especially at a time when so many Americans are worried about their futures, a time when so many have lost their faith that this government can do anything right.

Some of the decisions that President Clinton is making -- every day now -- will take several years to bear fruit -- even past his second term.

But I'm proud to serve a President who looks way past the latest popularity poll -- even past the next election.

It's about time we had a leader of vision, willing to do what he believes will be best for the country -- not just when he faces election a few years on -- but ten years or even a generation into the future.

We are faced with tremendous challenges as a nation. Many of our people are hurting. There are changes underway in the world economy that frighten many Americans. And there are many voices that say, "Change is bad" or "we can't afford to try all this..." or "let's just let things take their course."

Ladies and Gentlemen, I have to tell you that these voices and these arguments sound very familiar.

I've heard them before.

I heard them in Denver.

You all know that when I was elected mayor in 1983, the bottom was falling out for us. Oil prices were way, way down. Bankruptcies were way, way up. Unemployment was high. The roads were bad. Our people were even more worried about the future than most Americans are today. And their worries were legitimate. We weren't a mile high -- we were a mile low.

And you all know what we did. We had to raise taxes and cut services. We had to convince the skeptics that Denver's best days were not over. We had to act -- not just sit around and hope for the next boom.

We had to get to work.

Many of you here had a big hand in all that we did. We sponsored neighborhood businesses. We raised a series of bonds to finance the new Convention Center and the new Airport. We got to work on roads and viaducts and bridges.

We did a lot of things in a short time -- too many things, the critics said -- but we did them all so that Denver could take charge of its own destiny.

At a time when people were fearful, we believed in ourselves and we invested so that Denver could make its own future better.

Today, we can see the results -- and we can celebrate. Unemployment is down in Denver, office vacancies are down, the Convention center is drawing more business.

And very soon, I'm delighted to say, I'll be there with you to celebrate as we open our beautiful new Airport.

I'm even more delighted that Denver has its confidence back.

If things keep looking up we'll see the Rockies in the World Series next year.

Okay..... maybe 1995..... I'm an optimist.

But the point I'm trying to make is simple.

When you feel like you're being overcome by change, and you're afraid -- you have to act. You have to take charge of the future.

You have to do what President Clinton calls on us to do: "make change our friend."

That means we have to master change.

For starters, we can't drift along and pretend our medical system is fine -- the way the defenders of the status quo would have us do.

I know that you'll be hearing a lot about health care reform in the months to come, and I don't pretend to be an expert.

But I do know this: if we don't reform, this medical system will go on driving our deficits out of control, bankrupting businesses, costing jobs and making us far less competitive against every other country that has its medical care house in order.

That's why health reform fits in as part of the President's strategy for meeting global competition.

Because we can't succeed in global competition if our health costs drive the price of American products

out of sight -- while our competitors benefit from systems that keep their health costs down and make their products cheaper.

We have to master change on health care.

And the same holds true on NAFTA.

We Americans can't roll up in a ball and hide from the competition that other countries pose for us.

The critics of NAFTA say we can. But they're wrong.

Because if we run away from NAFTA -- the whole world will believe that we're afraid to compete with our own neighbors.

We would lose our leadership on world trade and the respect of our trading partners.

And we'd eventually lose hundreds of thousands of American jobs -- first because passing NAFTA will bring jobs that we won't get otherwise. Secondly because no nation would see any reason to make trade concessions to us or open up their markets for American exports if we reject the offers that our own neighbors are making to us under NAFTA.

The truth is that NAFTA is good for America -- and good for jobs. It will open Canada's and Mexico's markets. They are lowering their trade barriers far more than we are -- ours are low already.

And even now, America is benefitting -- and Colorado is benefitting -- from our fast-growing exports to Mexico and Canada.

Canada is Colorado's second largest export market -- and our sales there have more than doubled over the last five years -- to $673 million.

But Mexico is Colorado's sixth largest foreign market and it's growing just as fast -- our exports to Mexico more than doubled from $69 million to over $150 million from 1987 to last year. Coloradans are exporting more and more food and cattle products, scientific instruments, printing and publishing goods and chemicals to Mexico every year.

4,100 Colorado jobs now depend directly on sales to Mexico -- and that number will grow, not shrink, as NAFTA brings Mexican tariffs down.

So if anyone tells you about a "great sucking sound" from south of the border -- you tell them its the

sound of Mexican consumers and companies snapping up American exports -- Colorado exports -- I hope some of them are your exports.

And I hope that as Mexico shares in greater prosperity, more Mexicans will be able to make a good living at home -- and not be forced to try their luck as illegal immigrants.

The bottom line is that NAFTA is good for America and good for American jobs. It will promote our national security by keeping Mexico stable and signalling our support for free trade all through Latin America and the world. And it will improve our environment by putting pressure on all three nations of North America to enforce our environmental laws.

All of those gains would be put at risk if NAFTA were to fail. We'd lose American jobs, trade opportunities and respect. And we'd have no leverage -- none at all -- to press Mexico to clean up the environment.

The stakes are that high.

My friends, I hope you'll bring the same energy and intelligence to the great debates on health care and NAFTA that you always do to the key issues in our home state.

And I hope you'll see some parallels between the need to change and invest in the future as we did in Denver -- and the great challenges that President Clinton is calling us to meet as a nation.

I'm delighted that you've come here to Washington just as we act to meet these challenges. I just want you to know that if there's one thing I share with President Clinton -- it's a belief that we Americans can master change and meet any challenge we set our minds and hearts to. Bill Clinton learned that faith in Arkansas. I learned it in Colorado.

You all remember that back in Denver we once said: "Imagine a Great City." I suggest to you that what President Clinton is asking us to do here in Washington is: "Imagine a Great Country."

Thank You.

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2.46

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
DOT EXECUTIVE DINNER
FT. MYER, VIRGINIA
SEPTEMBER 29,1993

Thank you very much for that generous introduction. It's good to see you all this evening.

I want to start out by saying that it is truly an honor for me to serve as your Secretary. Right from the start, I've been deeply impressed by the professionalism I've found throughout DOT. And that impression only grows stronger the more I get to know you.

That holds true both in our day-to-day work through all the modes and in the extraordinary efforts that DOT employees have made to respond to emergencies like the floods in the Mid-West or the tragic rail accident last week in Alabama.

We manage, I believe, a superb force of civil servants for whom the mission of creating the best and safest transportation system in the world is a real daily committment.

These men and women of DOT come from every region of our country, every race and religion of America. Many are "disabled" or, as we have been learning this week, deaf or hard of hearing.

Their service is living testimony to the real progress we have made towards diversity in the workforce.

And it is evidence, too, of something that I have always believed: that we can best serve the American people only if we draw on the talents of all the communities and peoples of our nation -- with no discrimination on the basis of race or gender or sexual orientation or religion.

We have come a long way toward achieving diversity at DOT -- but as senior managers, we must commit ourselves to staying the course on recruiting, promoting, training and advancing our diverse work force.

What we are seeking is not special privileges for anyone -- still less quotas -- we are seeking to create a workplace where the talent and excellence found in all the communities of America can thrive -- in service to the American people.

It is our job as managers to build on this Department's culture of service to the American people to meet the new challenges that President Clinton has set for us -- getting this economy growing, strengthening American competitiveness, fostering safety and efficiency and re-inventing government.

In many ways, the task of re-inventing government -- making government work better and cost less -- is the most important of all these challenges -- because everything else depends on it.

There are two reasons why that is so.

The first, clearly, is that we are in a period of several years of severe fiscal constraint. We cannot count on steadily expanding budgets. Everything we do -- every investment we wish to make -- must be justified against the background of a continuing effort to cut the federal deficit.

So as we seek to make investments in America's future, we can only do so if we can cut red tape, revise inefficient procedures and free the limited resources we have for more productive uses.

The second reason why re-inventing government is crucial is that it's the only way to restore the American people's faith that government can work for them -- to improve their lives -- to create new jobs, to open new opportunities.

I don't have to tell you that peoples' faith in government has been severely eroded. All you need to do is read the newspapers or look at opinion polls or listen to talk radio.

President Clinton was exactly on target when he told a group of GSA employees last month that, "The profound sense of alienation that so many people feel in our country has to be healed, because we've got to do a lot of things to get America into the 21st Century....and no society will be

able to do it unless there is a real partnership between government and people...."

Those two aims -- re-directing government's limited resources to better uses and earning back the trust of the American people -- are the heart and soul of the National Performance Review that Vice President Gore delivered earlier this month.

And they will be among our highest responsibilities in the months and years ahead.

Because the National Performance Review is not going to gather dust -- we are going to implement it -- together.

And we will do that precisely because we believe that government does have a critical role to play in helping our country meet the very real and powerful challenges that we face in global competition.

The Clinton Administration doesn't believe in central planning or state-run industrial policy. But we do believe that government can help spur private innovation and entrepreneurship, encourage private research and development, open markets and train our work force to compete.

I know that I'm preaching to the choir when I tell

you that government has and must play a central role in assuring the safety and efficiency of our transportation system. That's what we do.

And you know as well as I do how critical that is in enabling our private sector to move goods and people and compete to win in world markets.

We have built the finest, safest national highways, air transport systems and rail networks on the strength of partnerships between various levels of governments and private business. And we can look forward to even more striking successes in the near future.

We have, as the President said, "got to do a lot of things to get the country into the 21st Century."

All of you know -- far better than most Americans do -- that we are in mid-course of a technological revolution that will transform America's transportation systems almost as much as the arrival of railroading in the last century or the inter-states and airlines in our times.

The prospects of navigation by the Global Positioning System, of "intelligent" vehicles and highways, of high-speed rail, of massive defense conversion and zero-emmission "clean cars" are all extraordinary.

Whole new American industries may rise -- or existing industries gain new dimensions -- as these technologies are deployed. Our country stands to gain enormously, and our Department stands to play a leading role.

But if we are to realize those gains, all of the senior managers of this Department must embrace the concepts of the NPR and seek ways to better serve the American people and the businesses that we regulate.

I know that many of you submitted solid, substantive ideas for change to the NPR and I want to congratulate you. But we need more of these kinds of suggestions -- because the submission of the Gore report was only the beginning of "re-inventing government".

We plan not only to implement the recommendations of the National Performance Review, but to use them as a foundation for continuous improvement efforts within the Department.

Our own departmental report on streamlining our operations will be coming out this Fall, and that, too, will be just the beginning of the changes we need to make.

I welcome your ideas. My ears are open. And I hope yours are, too. We need to make a permanent committment to positive change, to the simplification of processes and the empowerment of our employees.

We owe it to the American people -- and we owe it to ourselves.

We have a chance now to strip away excess paper work and procedures and frustrations in our daily work. And we must sieze that chance.

We need more efforts like the Coast Guard's initiative this Spring to automate merchant marine licenses and save mariners the need to travel across the country to get re-certified; or like the Federal Highway Administration's use of electronic document transfers and signatures to speed up grant applications.

This Department has amply proven -- especially in this Summer's floods -- that DOT can cut paperwork and delays and get our jobs done much, much faster.

Now it's up to all of us to make this not an emergency response, but more of a standard operating procedure. I know I can count on all of your support on this -- and I want you to know that you'll have mine on any ideas for eliminating waste or duplication or simplifying procedures.

Improving our delivery of service to the American people goes hand in hand with improving the quality of our own jobs and those of our employees. It adds meaning and a sense of purpose to our work lives.

Civil service, after all, is neither a road to riches, nor a meal-ticket on the way to retirement -- it's a distinguished public calling.

The American people trust us with the highest responsibilities. They not only pay us with their hard-earned taxes, they trust us with their lives.

They trust us to ensure safety in their cars and trucks on the highways and in the air. They expect us to ensure an infrastructure that will enable them to meet challenges ranging from the daily commute to moving goods around the world.

We can all be proud that this Department and its senior executives have lived up to that trust in the past. But we must rededicate ourselves to doing even better in the future.

I believe that as we make this government work better, as we realize new savings and efficiencies, as we free resources for creative investments, we will take even greater pride and satisfaction from our work.

Thank you very much, it's an honor to work with you.

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