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U.S. Department of Transportation

News:

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

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ARRIVAL STATEMENT
VISIT OF SECRETARY OF TRANSPORTATION FEDERICO PEÑA TO
SAUDI ARABIA
October 2, 1993

Just one week ago, the Kingdom of Saudi Arabia celebrated its 60th anniversary of unification. Permit me now to re-iterate President Clinton's message of congratulations to the Custodian of the Two Holy Mosques, King Fahd, when he reaffirmed the close relationship that exists between our two countries on so many levels of bilateral concern. He recognized the value of a "continued strengthening of our bilateral commercial ties to the benefit and prosperity of both our peoples," and voiced America's eagerness "to continue the close cooperation that has been a tradition between our two nations for several decades."

On this, my first visit to the Kingdom, and as the third member of the Clinton cabinet to receive this country's warm welcome in less than a year, I look forward to seeing some of the many examples of the tremendous progress that the Kingdom has made in developing its infrastructure and building a bright future for the Saudi people.

I am also pleased to have the great honor of representing my government in signing the first U.S.-Saudi Civil Aviation Agreement. By formally codifying the agreement governing the establishment of air routes between our two nations, we will pave the way for a further strengthening of the commercial aspects of our friendship, opening doors to expanded trade opportunities, both in Saudi Arabia and the United States.

During my brief visit in the Kingdom, I also look forward to meeting with the members of the Civil Aviation Advisory Group - U.S. Federal Aviation Administration officials who are currently working with the Saudia Airlines to monitor and improve their standards of training and safety. Saudia should be highly commended for its superb safety record, and for becoming the only non-U.S. carrier to offer its employees the stringent training involved in receiving FAA certification in this field.

-more-

The United States and Saudi Arabia have a long and proud history of commercial relations in the field of aviation. Thanks to investments such as Boeing has made in the al-Salam Facility for Aircraft Maintenance, for example, the largest foreign investment in the country outside the petroleum sector, Saudi and American aviation specialists have combined their skills and expertise to create one of the finest civil air fleets in the region.

Finally, I have come to show my government's support for the United States-Saudi Arabia Joint Commission on Economic Cooperation (JECOR), and particularly for those involved in the TRANSPORT Project. With an annual budget of over $2 million, the TRANSPORT Project has grown from supporting the Ministry of Communications in designing and constructing the Kingdom's transportation system, to providing highly specialized expertise in the areas of management, automation and quality control. Together, in the ten years of the project's existence, the Ministry of Communications and JECOR have created one of the most sophisticated highway systems in the world.

From Saudi Arabia, I will be travelling to Bahrain and the United Arab Emirates as the first member of the Clinton cabinet to visit those countries. I hope that this trip re-affirms the strong commitment that President Clinton places on the bonds that link our countries, particularly in such vital areas as aviation.

# # # #

2.44

Radio Talk Points on the NAFTA
Dallas, Texas -- October 7, 1993

Passing NAFTA will open markets for our exports and create hundreds of thousands of new jobs in America.

If President Clinton didn't believe that NAFTA will create more good American jobs -- then he wouldn't support it.

Virtually every independent economic analysis agrees with him: NAFTA will be a job winner for America -- but it will be an even bigger boon to Texans.

AMERICA'S TRADE WITH MEXICO IS BOOMING, AND NAFTA WILL MAKE IT GROW EVEN MORE:

Our trade with Mexico is already booming and our sales to Mexico are generating growth and profit for American businesses and thousands of good jobs for American workers.

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.

700,000 U.S. workers earn their livings producing exports for the Mexican market right now. These are good jobs, by the way -- very good jobs. The workers who produce exports earn roughly $3,500 a year more than average U.S. wages.

We estimate that with the passage of NAFTA there will be 200,000 more American jobs created through exports to Mexico by the year 2000.

The "great sucking sound" some people talk about is not American jobs going south of the border -- it's the sound of Mexican companies and consumers snapping up American exports -- and most of all Texas exports.

It's the sound of Mexican buyers supporting American jobs now -- Texas jobs -- and they'll buy more once NAFTA passes.

TEXAS' SPECIAL STAKE IN NAFTA:

No state has a bigger stake in passing NAFTA than Texas does. Because Texas' trade with our two NAFTA partners is already exploding.

In just the last five years, Texas exports to Canada have grown over 60% to $3.5 billion -- but Texas exports to Mexico have more than tripled -- from $6 billion to $19 billion -- the biggest gain of any state.

Mexico is flat out the most important Texas export market in the world -- and it has been for the last five years. Texas' second most important market is our other NAFTA partner, Canada.

Today, more than 184,000 Texas jobs directly depend on exports to Mexico -- exports ranging across the whole Texas economy -- from electronics to transportation equipment, industrial machines to computers, metals, lumber, chemicals, food products and cattle.

From 1987 to 1992 -- as Mexico lowered its trade barriers -- sales of Texas crops to Mexico have more than tripled -- from $224 million to nearly $700 million. Livestock sales have nearly quadrupled from $25 million to over $97 million.

Sales of Texas food products are up from $187 million to $860 million -- more than quadrupled.

And Texas oil and gas sales to Mexico have grown from nearly nothing -- just $8,000 in 1987 -- to $311 million last year -- that's an increase of three million nine-hundred thousand percent.

There's that "great sucking sound" you hear about again . You know what it is? It's the sound of Mexican buyers pulling money out of their wallets to buy up Texas goods and put Texans to work.

Texas sales to Mexico -- and Texas jobs --will only grow once NAFTA brings down Mexico's tariffs. That's why Ross Perot sought a free trade zone near the Fort Worth Airport. He can see the potential for growing sales to Mexico -- and he wants in on the ground floor.

NAFTA IS GOOD FOR AMERICA -- THE NEW SIDE AGREEMENTS MAKE IT EVEN BETTER;

Despite what the fear-mongers say, virtually every independent study of NAFTA predicts that it will produce more jobs for businesses and workers in the United States -- not lose them.

This trade deal is a two-way street. Mexican workers and companies are going to gain higher wages and profits by having access to our markets.

But that's no threat to us. In fact, we Americans should be standing up and applauding as Mexican wages continue to rise to close the gap with the United States -- because their future prosperity is our prosperity.

One reason is that Mexican consumers actually prefer American-made goods to imports from other nations. 70% of Mexico's imports come from the U.S.A. -- and Texas sells more than any other state

Even though they are far less wealthy, Mexican consumers already buy more American manufactured goods per person than Japanese or European consumers do.

And there's another reason we should applaud. Because as more and more Mexican workers are able to make a good living at home -- they won't be tempted to try taking the hard road north across our borders.

The opponents of NAFTA have tried to scare us with the image of hordes of Mexican pouring across the border.

That's a flat-out lie! The truth is there will be no wave of illegal Mexican immigrants when we pass NAFTA.

This treaty doesn't open our borders or permit more immigration. What it does is enable more Mexicans to prosper at home.

So on both jobs and immigration, the United States will be better off when we pass NAFTA -- and if the treaty were to fail we'd be worse off.

NAFTA WILL ALSO PROTECT OUR ENVIRONMENT:

Everybody in Texas knows that our border with Mexico is an environmental mess that we need to clean up. With NAFTA we'll do just that.

NAFTA will provide stiff penalties if a nation doesn't enforce its own environmental laws. It will push Mexico further -- faster -- toward modern environmental rules and punishment for polluters.

Working together with Mexico we are about to launch a border clean-up campaign that will provide new Texas jobs in the short-term and a far cleaner border environment in the long haul.

The truth is: NAFTA is the "greenest" trade treaty 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 regulations.

All our states, including Texas, will remain free to enforce their own laws on the environment, product safety and health. Texas will also be able to enforce its own tough rules on driver qualification for Mexican truckers.

But if we reject NAFTA -- we would lose that leverage. Mexico might be tempted to soften its environmental rules instead of toughening them.

THE BOTTOM LINE IS:

In every way -- in every area that NAFTA's critics worry about -- from jobs to illegal immigration to workers' rights and the environment -- America -- and especially Texas -- will be far better off when NAFTA passes than we will be if it fails.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
NATIONAL COUNCIL OF LA RAZA SALUTE TO HISPANIC APPOINTEES
NATIONAL AIR AND SPACE MUSEUM
WASHINGTON, D.C.
OCTOBER 12, 1993

Thank you for that wonderful introduction -- and for inviting me to be here. It's good to be with so many friends on such a great night for us all.

We have a lot to celebrate -- a lot of honorees to congratulate -- and a lot to look forward to -- I promise you.

Because the fight that my friend Raul Yzaguirre and the other pioneers of our civil rights struggle have fought so long -- the fight for equality and access for Hispanic-Americans -- is bearing fruit.

Those of us here tonight have all been lifted by that struggle -- in our hearts and our pride and our careers. And our voices are being heard.

We have a President absolutely committed to building a government that looks like America -- all of America -- from all America's cultures, including our own.

Tonight's theme is heritage and pride. I'd like to suggest that we add the word determination to that. Because we have much more to do.

I'm proud that President Clinton has appointed two Hispanic-Americans to his cabinet.

And I'm proud that at my Department our top leadership includes Katherine Archuleta, my Deputy Chief of Staff, Tony Califa, the new director of our Office of Civil Rights, Michael Huerta, the director of one of our most critical departments, my special assistant Jeff Morales, and many other brilliant Hispanic-American appointees.

But I am also determined -- as is the President -- that we keep our eyes on the prize and raise the number of Hispanic-American appointees all through this government.

I'm also determined that we use the power of this government to open new career paths for Hispanic-American youth and businesspeople.

That means stepping up our efforts to encourage young Hispanic-Americans to pursue rewarding careers as early as high school -- something the Department of Transportation is doing with our High School/High Tech program that gives wings to students' dreams of careers in aviation.

It means recruiting more promising Hispanic-Americans through internships and out of Colleges. We're working very hard on that, too.

And it means that we must follow through with lifelong training and a committment to diversity in promotion within the government.

It's equally important that we see that Hispanic-Americans, women, and other minorities are able to take full advantage of our programs for minority and disadvantaged businesses that seek to contract with the Federal Government.

Lip service isn't enough. We have to actively reach out -- on all these fronts -- and we are doing that.

I have asked Katherine Archuleta to personally oversee a comprehensive effort to recruit, hire and promote more Hispanic Americans and to see that our Department's purchasing process gives Hispanic business a real chance to compete -- and win.

Those of you who know Katherine, know that I've picked the right woman for the job.

This is not a new committment for me. It stems from something that I've believed in all my life -- as a civil rights lawyer with MALDEF, as Mayor of Denver, and in the job I hold now: that we can best serve the American people only if we draw on the talents of all the peoples and communities of this nation. All of us.

I know that Bill Clinton believes in this too. I've talked with him about it recently.

He knows we need to do more. And we will.

So I'm proud that this is such a large and talented group here tonight.

But I am also determined that the next time La Raza salutes Hispanic appointees -- there are going to be a lot more of us in the room.

One of the most distinguished of them, of course, will be our next speaker -- my fellow Cabinet member -- my fellow Mayor -- and my very good friend, Henry Cisneros.

Thank You.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
26TH ANNUAL DOT AWARDS CEREMONY
FT. McNAIR OFFICERS CLUB
WASHINGTON D.C.
OCTOBER 13, 1993

Thank you, Mort, and thank all of you for coming.

It is a genuine pleasure for me to come before you today.

Because of all the tasks that are part of my job, I can't think of any more worthy than that of honoring the men and women here today.

Thirty-three years ago, John F. Kennedy called on us to "Ask what you can do for your country."

Today's honorees have each asked themselves that question. And they have answered it with deeds ranging from physical heroism to creativity and caring -- all in the service of the American people.

Those of us who've come to work with you since the Clinton Administration took office are very proud to be associated with the career employees of this Department -- and most of all with today's honorees.

In a time when cynicism about government abounds, you are living proof that President Kennedy's call was not in vain -- and that our country -- and this Department -- can still find the right stuff.

Every change we seek to make -- the changes that President Clinton was elected to make -- depends on your professionalism, your dedication, your willingness to work well beyond the call of simple duty.

And right from the start, I've seen that dedication from DOT staffers in the floodwaters of the Midwest, at the terrible rail accident in Alabama, and in the

Coast Guard's life-saving work -- which, as some of you may know, I saw firsthand in Baltimore harbor this summer.

But I've also seen the dedication you bring to the tough, day-to-day work of this Department -- red-eye flights to negotiate new aviation treaties, hard bargaining to avoid strikes, overtime efforts to get aid out to Americans in need.

I should add that I've seen another side of these ideals in the lead role that DOT employees play in raising money for disaster victims, for college scholarships and for aid to the elderly.

I ask you today to bring that same spirit to the new job President Clinton has set us -- of re-inventing this government so that it works better for the American

people -- and costs less of the taxpayer's hard-earned money.

We have a once-in-a-generation opportunity to make our own jobs less frustrating and more rewarding while improving the service we deliver to the public.

We know that we can do it. We proved it by cutting through red tape and improving the delivery of services to the Midwest this Summer. We proved it through the hundreds of suggestions from DOT staffers that shaped Vice President Gore's National Performance Review.

The challenge now is to build on those experiences and make DOT the lead Department in re-inventing the way this government works.

I assure you that I am eager to hear more ideas from you. My mind is open to your suggestions.

It is people like those of you here today that make me so sure that together we will seize this opportunity. And now, for what you've done so well for your country it's time your country did something to honor you.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SWEARING-IN CEREMONY OF ADMIRAL HERBERGER
OCTOBER 15, 1993
WASHINGTON, D.C.

Good morning ladies and gentlemen.

Thank you for joining us on this very special occasion.

We are grateful to each of you for taking time from your busy schedules to witness the swearing in of Al Herberger as Administrator of the Maritime Administration.

Ladies and gentlemen, I can assure you that I am very pleased that at long last the maritime post is being filled by a person who possesses the experience and credentials to help put our maritime industry on a new course that will foster growth and stability in this decade and beyond.

Al is taking the helm of MARAD at a very critical time. The U.S. shipping and shipyard industries

during the past 15 years have undergone substantial contractions in size and capabilities.

A major factor contributing to this decline has been the perpetuation of outdated and counterproductive federal maritime policies. Numerous efforts to restructure our maritime policies since the early 1980's were unsuccessful, and they continue to shackle our maritime industry today.

Today, we're changing course, under a new MARAD Administrator and a new President. We are declaring a new day for the maritime industry -- a time of hope for the future and a time of many challenges and change. Challenges that will be met. Change that will be made under Al Herberger's leadership.

President Clinton's Administration on September 29, announced a multi-faceted program to revitalize the American commercial shipyard industry. It will provide

$220 million to the industry over the next five years. This funding would be used to develop advanced technology and production methods to improve the industry's productivity and enable it to become price-competitive with foreign yards.

In addition the Administration has proposed using federal loan guarantees to finance $3 billion in shipbuilding contracts for our domestic yards.

That's the first bit of good news the shipyard industry has heard in a very long time. And I am confident that our President will soon provide our shipping sector with some welcome news.

But the best piece of news for all of us -- the Clinton Administration, MARAD, the maritime industry and especially for me -- is the addition of Al Herberger to the staff. His civilian maritime experience and his military

service combine to give him the exact qualifications needed to cope with the difficult task ahead. He is one of our own -- a graduate of the United States Merchant Marine Academy.

He served in the American merchant marine early in his career and in the U.S. Navy for 32 years. When he retired from active duty in April 1990, he was Deputy Commander-in-Chief of the U.S. Transportation Command.

Now, let me proceed with the swearing in of our new Administrator.

May I ask (Admiral's wife or daughter) to please bring the Bible.

(SECRETARY ADMINISTERS OATH)

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
NEW JERSEY VISIT
OCTOBER 18, 1993
HOBOKEN, NEW JERSEY

- **I'm delighted to be here in the Garden State today with Senator Lautenberg and Governor Florio.**

- **And I'm particularly glad to come back here to add federal support to two transportation projects I toured a few weeks ago -- projects that will mean jobs, productivity and convenience for New Jersey residents.**

- **I want to say at the outset that Frank Lautenberg is a giant of the U.S. Senate. He's one of the first Senators I got to know when I came to Washington and someone whose advice, counsel and cammaradie I seek often.**

  -- He's <u>the</u> transportation expert on Capitol Hill and our country is very, very fortunate to have him as Chairman of the Senate Transportation Appropriations Committee.

  -- I'll tell you this about Frank Lautenberg. While he's running the country's transportation business, he does not forget his roots. If you have a problem in New Jersey -- regardless of how large or how small -- Frank gets on the phone to me. And I'd better get it taken care of or I get another call. Frank Lautenberg represents New Jersey well.

• New Jersey also is fortunate to have a leader like Governor Florio. He understands that transportation is the backbone of our economy. Governor Florio understands that to keep New Jersey's economy growing, we need to keep people and traffic moving. It's as simple as that.

-- That's why he created New Jersey WORKS! to lay a strong transportation foundation. And Jim Florio's New Jersey <u>does</u> work and work well.

-- Not only are you building roads and bridges all over New Jersey, you are setting the pace in mass transit development.

-- The Urban Core Project, one of the most ambitious in the country, is proof positive that progress can be built upon an existing system to meet the demands of today and the hope and dreams of tomorrow.

• Jim Florio has proven just how much a state can accomplish in transportation when it works in partnership with local governments and the Department of Transportation.

• And it's that partnership that brings me to New Jersey today. I'm delighted to present a check for $29.9 million to Governor Florio to build upon the success of New Jersey WORKS!

• This check covers two projects.

- First, a grant of $12.4 million for preliminary engineering and the final environmental impact statement for the waterfront Corridor Transit System. This work will be on a 15.3 mile light rail or trolley system extending from the Vince Lombardi park-and-ride in Ridgefield to Route 440 in Southwestern Jersey City.

- Second, a grant for $17,570,440 to assist in the Waterfront Transitway Improvements. These federal funds will help with a number of improvements along the Hudson River Waterfront, from Liberty State park in Jersey City to Edgewater in Bergen County. These improvements will establish a continuous north-south public transportation corridor along a 7.5 mile stretch of the Hudson river.

- These are outstanding projects which the federal government is proud to support because they mean good transportation, good jobs, convenience for commuters and a stronger national economy.

- These projects are symbols of that partnership I mentioned earlier.

- In the case of the Waterfront rail link, Governor Florio built the consensus on the local level that made federal funding available. All of you were a part of that cooperative agreement that put New Jersey first.

- **So let me present this check expressing the Administration's confidence that New Jersey's transportation will continue to grow under a thriving federal-state-local partnership led by Governor Florio.**

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
CLIMATE CHANGE ACTION PLAN
THE WHITE HOUSE
WASHINGTON, D.C.
OCTOBER 19, 1993

Today we are launching a long-term action plan designed to curb the emission of greenhouse gases from all sectors of America's economy.

Since automobile and truck travel accounts for nearly one-third of such emissions -- and will continue growing -- we are initiating a series of steps to reduce vehicle miles travelled and enhance the market for more efficient technology and cleaner fuels.

A key element in this action plan will be granting urban commuters the option of "cashing out" employer-paid parking. This voluntary tax law change will give many commuters the option of recieving the value of their paid parking in the form of taxable income -- while preserving the deduction for employers.

The effect will be to encourage car-pooling and greater use of mass transit -- reducing congestion and pollution while raising an estimated $2.2 billion dollars in new federal revenue by the year 2,000.

The DOT will also establish labelling for tires in the replacement market to enable consumers to distinguish more efficient products.

More efficient tires can improve fuel economy by up to four percent. By encouraging more informed choice, this change alone will save $2.7 billion in energy costs by the year 2,000 and stimulate greater competition among tire makers to produce fuel-efficient tires.

Together with the Environmental Protection Agency, the Department of Transportation will also be holding a series of conferences with state and local transportation officials to explain how infrastructure planning and spending must be adjusted to conform to new Clean Air Act rules.

Our goal will be to put the management of travel demand on an equal footing with the planning of new transportation infrastructure -- so that state and local planners and community groups can properly integrate new projects with air quality targets.

We will incorporate such alternatives as telecommuting, mass transit, advanced traveller information systems and car and van-pooling in regional transportation plans -- along with new road and highway construction.

DOT will, for example, encourage states to use Intermodal Surface Transportation Efficiency Act funds to initiate or expand telecommuting. We will also implement a similar program for federal workers with the goal of enabling many of them to work at home at least one day per week.

All told, we expect the initiatives in this Transportation System Efficiency Strategy to yield reductions of more than 8 million metric tons of carbon equivalent by the year 2,000.

It is important, though, to note that all of these efforts will be monitored continuously -- and we will take action to strengthen them in the future if that is needed to reach the goal of reducing greenhouse gas emissions.

Longer-term, DOT will play a lead role in the Administration's Clean Car Initiative which brings together federal research laboratories and the Big Three automakers in an effort to triple current auto and truck fuel efficiency levels.

The benefits -- in terms of the environment and commercial potential -- will be enormous -- ensuring both a cleaner environment and a new era of American industrial leadership well into the next century.

Thank You.

SECRETARY OF TRANSPORTATION FEDERICO PEÑA
VIDEOTAPE MESSAGE TO ASSOCIATION OF FLIGHT
ATTENDANTS 20TH ANNIVERSARY MEETING
OCTOBER 19-21, 1993

Although business in Washington prevents me from being with you today, I still wanted to convey my congratulations to the men and women of the Association of Flight Attendants on your twenty years of vision and progress.

Transportation has changed a lot in those two decades -- and change has been good for it. From deregulation of domestic airlines to global agreements, it's been 20 years of non-stop action. Through it all, the Association of Flight Attendants has provided unique leadership for its members and has opened the eyes of the industry to needed reforms and improved safety measures for passengers and crews.

Nearly every significant improvement in airline safety and health during the past two decades has had input from

your members -- from improvements in air quality as a result of the domestic smoking ban to the continued improvement of passenger safety through new cabin material standards. Now, after 15 years of perseverance by your group, you will soon have a rule mandating duty and rest limitations for flight attendants.

We are now at a critical junction in aviation history. It is a time of tremendous promise, a time of hope for the future, a time of many challenges and even more changes.

The Global Positioning System and other new navigation technologies promise to make this the greatest decade of aviation progress since the Wright Brothers' flight -- and the greatest era for safety ever. President Clinton and all of us in transportation are determined that American aviation maintains world leadership in safety, service, affordability and convenience for customers.

The President has made the reinvigoration of the aviation industry one of the priorities of his administration. Already this year, in record Washington time, we were able to create a distinguished commission to study the changes needed to restore the health and vigor of America's aviation industry. Now we are working with Congress to act on their recommendations. The President recognizes -- as I do -- that the health of the American aviation industry is key to our economy's future and to America's ability to compete internationally.

The men and women who work for our airlines are critically important, too. We need to recognize the contributions you make to the industry every day and to forge a working partnership between labor and management to revitalize aviation. Ending the hiring ban on former air

traffic controllers was a step, we believe, away from the old days of confrontation. As we seek a recovery in this industry, let us work in a spirit of compromise and cooperation.

U.S. companies and their employees have already worked very hard and sacrificed much in weathering the bad times from a sluggish world economy. But this industry has withstood turbulence and is emerging as the strongest, most competitive, most efficient and safest in the world.

I am personally committed to seeking "open skies" and access for our carriers all over the world. Because travelers everywhere deserve the excellent service you deliver and you deserve the chance to compete and win in world markets.

Since Ellen Church and Ada Brown first took to the skies, courage, determination and strength of will have been requirements for flight attendant safety professionals. Your leadership and vision continues that tradition. Move forward with your goals and your commitment to safety, and focus your attention on the future, because the best days in aviation for all of us are yet to come.

Once again, congratulations on the 20th anniversary of the Association of Flight Attendants. The Department of Transportation is proud to work with you.

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TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
GRANT ANNOUNCEMENTS IN NEW YORK CITY
OCTOBER 21, 1993
NEW YORK, NEW YORK

- **I'm delighted to be here in the Big Apple today with Mayor David Dinkins.**

- **I think New York is a microcosm of the opportunities and challenges the nation faces in transportation as we move into the 21st century -- the only difference is that when it comes to transportation, you in this metropolitan area have more of everything -- more problems, more triumphs.**

  -- New York subways carry more people more miles to more places than all the other subways in America combined.

  -- More people pass through the Holland tunnel in one day than travel on the busiest Interstate Highways in some rural states in a month.

  -- And unfortunately by leading the country in building transportation infrastructure in the past, this city can never sleep when it comes to maintenance.

- **Mayor Dinkins has done an outstanding job of keeping New York's infrastructure up and moving this city forward in transportation.**

- So I'm especially happy to present him today with a check for $197,242,318 for three grants to the Metropolitan Transportation Authority.

- First, a grant of $6.5 million to the City of New York for a new Queens bus garage to replace the one built in 1946.

- The second grant covered in this check is for $152.7 million to the Metropolitan Transportation Authority -- $66.4 million to the New York City Transit Authority; $47.2 million to the Long Island Railroad and $38.9 million to the Metro North Commuter Railroad.

- Each agency will use the money for track and station rehabilitation, new rails and ties, new tile work and lighting, new graphics, new change booths and waiting areas.

- One element of Metro North's money will be earmarked for helping with compliance to the Americans with Disabilities Act.

- The third grant for $38 million to the MTA involves use of some surface transportation money that could have gone either to highways or transit. It is for the city's air quality program.

- Now, it's also my privilege to present Mayor Dinkins with a check for $12,776,000 for rehabilitation of one the wonders of the world, the Brooklyn Bridge.

-- You can't cash this check, Mr. Mayor.

-- It is made out to the State of New York because states handle the highway and bridge work. But since the funds are designated specifically for the Brooklyn Bridge, I'm leaving the check with Mayor Dinkins. I'm sure you won't mind passing it along.

-- Built in 1883, the bridge was rehabilitated in 1952 and work to restore it anew began 10 years ago and continues today.

-- This check should go a long way toward completing that decade-long restoration.

- We realize New York has more of everything and we are delighted to participate in these three worthy transit projects and the rehabilitation of the Brooklyn Bridge.

- Now, Mayor Dinkins, if you would step forward and let me present this check for the three transit projects.

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U.S. Department of Transportation

News:

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

For immediate release
October 25, 1993

Contact: Richard Mintz
(202) 366-4570

"DETROIT/D.C.: TOWARDS A NEW PARTNERSHIP"
ADDRESS BY SECRETARY OF TRANSPORTATION FEDERICO PEÑA
THE DETROIT ECONOMIC CLUB
DETROIT, MICHIGAN
OCTOBER 25, 1993

I want to thank Patrick Nowak for that very kind introduction. And I'd also like to thank President Gerald Warren and all of the members of the Detroit Economic Club for inviting me here to speak with you.

Because when you are the Secretary of Transportation, there's no better place to come to than Detroit, where so much of America's transportation system -- in fact, our whole way of life -- was invented.

All the same, I know that when you heard that I'd be talking today about a "new partnership" between Detroit and D.C. some of you may have been a bit skeptical.

After all, Autoweek's story on the Clean Car Initiative -- which I have right here with me today -- ran under the headline: Sleeping with The Enemy.

The sub-head on that story, by the way, stole what could have been my opening line: "Hello, I'm from the government and I'm here to help you."

The truth is that this Administration really does want to work with you. We've heard your concerns. We welcome your advice.

And I know many of you will agree that Detroit has never had a more receptive audience in the White House or the Cabinet than you have had these days in Washington.

It's not just because President Clinton is the son of a Buick dealer.....It's not just that he publicly admits to being "car crazy" about his 1967 Mustang. It's not because Secretary Reich, who spoke to you a few weeks ago, is the proud owner of a new Jeep Cherokee -- built right here at Chrysler's Jefferson Avenue plant -- which I recently visited.

And it's not because I drive a beautiful Buick Century -- or even because this is my third trip to Detroit this year.

It is because this Administration has been actively engaged with the concerns of the American automakers -- and the American autoworkers -- even before the President took office.

The seeds of this partnership were sown in an historic meeting in the Governor's mansion in Little Rock between President-elect Clinton, the CEO's of the Big Three and the leaders of the United Autoworkers.

We've seen that partnership flourish in the frequent meetings between the President, the Vice President and the CEO's of Ford, General Motors and Chrysler; in the April visit of the Big Three CEO's with Cabinet members at the Commerce Department; in the President's visit to the joint management/labor "Quality Car" event on the Washington Mall.

And we've seen it most recently in the revolutionary commitment by the Big 3 to a government-industry research partnership to develop a "Clean Car" that will lead the whole world into the next century.

It may still be a surprise to <u>some</u>, but the President and I believe that there is a powerful and growing convergence of interest between America's government, America's automakers and America's autoworkers.

We share the most basic goals -- creating new jobs, opening foreign markets, spurring new technology, increasing the efficiency of our transportation system and improving America's environment.

The simple truth is that Detroit has never had a partner in Washington more committed to working with you -- not against you.

We have delivered on our side of this partnership -- with an economic plan that is already helping America's auto industry; with a health care reform which we'll be introducing this week that carries enormous benefits for Detroit; with a joint research effort to ensure American automotive leadership in the 21st century, with tough trade policies, with support for the North American Free Trade Agreement -- and most of all, with a new spirit of trust.

And we've been very gratified by Detroit's response.

Spokespeople for Chrysler and General Motors have hailed "the new day in relations between Detroit and Washington," and the "much more open dialogue" the Clinton Administration has offered.

Red Poling of Ford may have summed up the new spirit that's taking root best of all. But before I quote him, let me offer my congratulations to Red for leading a true renaissance.

I'm sorry that Red couldn't be here today, but I think all of us can agree that the man who's held Job One at Ford has done a quality job indeed.

What he said was this: "Not too long ago, we regarded government as an adversary, and government felt the same way about us. Now we're starting to work jointly to find more ways to improve our nation's economy and our own competitiveness and meet national goals."

And it's about time. Because in a world where our industrial and governmental competitors routinely cooperate, adversity between Detroit and Washington has long been a severe competitive disadvantage.

Because of their European experience, today's CEO's at Ford, Chrysler and GM have all seen the way that governments and auto industries and unions can work together -- on apprenticeship programs,

export promotions, health care and the other elements of public-private partnership.

With our new team in Washington, I believe that we have a chance to work together here in the United States .... for the good of our country.

It's up to us to seize it -- together.

I want to talk today about exactly what this new Detroit/D.C. partnership can mean. Some of the elements of this partnership are national in scope; some are specific to this industry; and some are global.

I'll be focussing, first, on the President's national economic strategy;

Secondly, on this Administration's efforts to rebuild a sense of security for all Americans, particularly through health care reform;

Thirdly, on our specific partnership with Detroit to develop Clean Cars, control emissions, and use defense conversion to promote a new technological revolution.

Finally, I'll discuss how this all comes together to enable Americans to confidently face up to the challenge of global trade -- enact NAFTA -- and carry on this country's remarkable export boom.

[CRAFTING A NATIONAL ECONOMIC STRATEGY]

Let me talk about our national economic strategy.

I would suggest to you that this is where President Clinton began laying the foundation for partnership with Detroit -- indeed with all of American industry -- with the passage of his economic plan earlier this year.

Simply put, this plan is the <u>first serious attack</u> on runaway deficits in nearly a generation.

Detroit -- and the whole American economy -- are already beginning to reap some major gains.

Precisely because the world's financial markets can see that this budget is serious -- and that the spending cuts it contains are real -- interest rates have come down to 25-year lows -- and they're still falling.

Millions of Americans are re-financing their homes or finding it much easier to finance new car purchases.

That's one reason why the 1994 model year is getting off to such a brisk start -- with early October figures pointing to annual sales of over 12 million.

Another reason -- one that we all recognize and applaud -- is that the Big Three are producing safer, more efficient, more beautiful cars than ever -- cars that Americans want to buy.

And there's a third reason that American car sales are up. That is because our economy has added more than one million new private sector jobs so far this year. That's not enough -- and we're not satisfied -- but it is <u>more jobs than were created during the previous four years put together</u>.

When you think about it, the basic steps in President Clinton's strategy are much the same as those that the auto industry and many other American businesses have had to take in recent years: facing reality, curbing runaway borrowing, cutting costs and improving service to the customer -- in our case, to the American people.

But just as a firm foundation is only the first step in building a house, the President's fiscal policies are just the beginning of facing up to our country's problems and finding solutions that will work -- and that America can afford.

Step-by-step, President Clinton is assembling the key elements of a coherent national economic strategy -- the first <u>real</u> strategy our country has developed to meet the challenges of the post Cold War world.

Each element in the President's program -- from the budget to health care reform, worker re-training, lifetime learning, trade policy and defense conversion is important in itself.

But in any well-crafted strategy -- as in any well-crafted car -- the whole is greater than the sum of the parts.

And most of our strategy depends on private businesses like yours. Because this Administration firmly believes that free markets and private enterprise -- not the government -- should determine the economy's winners and losers.

But we also believe that government can play a creative, catalytic role in supporting private investment and technological progress.

[REBUILDING AMERICANS' SECURITY]

The second point I'd like to make today -- about government's role in undergirding Americans' security -- is especially important in these times of wrenching transition.

We see an <u>absolutely critical role</u> for government in providing working Americans the elements of basic security -- health care that cannot be taken away, pensions that are secure, lifetime training and re-employment programs that help people adjust successfully to a changing world.

Frankly, without these basic assurances, we cannot ease the anxiety that is sapping the confidence of America's working people.

I don't have to tell anyone in Michigan how painful the challenge of global competition and technological change can be. You know how deeply the fear of job loss -- or loss of health care benefits -- has cut into the minds and homes of white-collar as well as blue-collar Americans.

These fears are real. But while demagogues are all-too busy exploiting them -- President Clinton is <u>acting</u> to answer peoples' core concerns.

President Clinton's key domestic policies are explicitly designed to address legitimate fears of the American people -- to rebuild confidence, to strengthen peoples' courage to change -- and to give them the tools of education and training to meet the global competition that we welcome.

By far the single most important need is to curb the runaway health care costs that are straining public and corporate budgets -- and creating deep insecurity -- and genuine tragedies -- for millions of American families.

Rising health costs are not only threatening the finances of our nation, our companies and our families -- they spawn bankruptcies and strikes. Fear of losing coverage cuts labor mobility by trapping workers in existing health plans. Anxiety over health costs undermines consumer confidence generally.

These huge -- and rising -- bills are a ball-and-chain that holds America back in competition with nations that have their health costs under control.

That's why the President's health care plan is so central to his economic strategy -- and so critical for this nations' global competitiveness.

How can we reasonably expect American firms -- especially mature industries with aging work forces -- to compete with foreign workers and firms whose health care costs that are 20% or 30% or 50% less that yours are?

How can we ask Detroit to welcome free trade when the health costs for each car built in America have climbed past $1100 -- more than the cost of steel -- and hundreds of dollars more per car than foreign firms pay?

The answer is -- we can't.

America's health care system is broken.

It is time to fix it. And we will. Democrats and Republicans together, labor and management, big businesses and small -- with real debate and compromise and partnership.

The package we ultimately adopt will affect all Americans. But the stakes are very high indeed for Detroit.

As proposed, we estimate that the President's health care reform could save the Big Three more than $1 billion a year -- every year from now on -- particularly by helping meet the cost of early retirees' health plans.

Health reform will be a key part of our Detroit/D.C. partnership -- curbing the auto industry's health costs and freeing up those funds for new investment. We trust you'll make every effort to help pass it.

The President and Mrs. Clinton have adopted an approach to health care reform that builds on America's strengths -- free market forces, competition and the creation of new public-private partnerships.

It is an effort based on a minimum of bureaucracy, a modicum of trust, and a maximum of imagination.

[BUILDING A DETROIT/D.C. PARTNERSHIP]

That concept -- minimal bureaucracy, maximum imagination and trust brings me to my third theme -- the partnership being forged between Washington and the Big Three automakers.

The Clean Car Initiative was not dictated by bureaucrats in Washington.

It was hammered out over eight months of give-and-take in talks with the leadership of the Big Three.

I know. I was involved in those negotiations.

All of us in the Clinton Administration know full well that we can achieve little unless we listen -- and learn -- how the auto industry really works and what policies we can adopt to back you up.

On my very first trip here, for example, I was told by the Big Three about the welter of duplicative government regulations you face that can make compliance so difficult. The Department of Transportation is now leading an inter-agency task for to simplify and clarify these rules to help the Big Three cope with them better.

This is a simple, common sense thing we can do -- and we will deliver on it. It is an important step in reaching our larger goals.

Our common aim in the Clean Car Initiative, for example, -- to develop safe, affordable American cars with triple the current fuel efficiency -- is as ambitious a technological goal as any since the Apollo program.

We will be linking the world-class expertise built up in government research laboratories during the Cold War with the practical design skills and commercial know-how of American automakers.

We know that Detroit and American autoworkers have made the enormous strides in quality and safety and efficiency that consumers have demanded.

We also know that the government defense laboratories born in the Cold War have pushed the envelope of technology in ultra-light materials, sensors, electronics, fuels and batteries.

Together, I believe, <u>we can do things that no other nation on earth can match.</u>

We have no illusions of instant progress. We set our targets well beyond the boundaries of today's technology -- and we did that on purpose.

This research partnership aims to leap-frog to a whole new type of personal car -- powered by revolutionary new engine technologies.

Because it's time for Americans to dream some big dreams again -- the kind of dreams this country and this industry were built on.

It's up to us to roll our sleeves up and make them happen -- together -- with hard work and mutual trust.

Trust is also the core element of another cooperative initiative between industry and government -- the Climate Action Program our Administration announced last week.

The forty-four action elements in this plan are mostly voluntary -- and the Administration, by the way, has been criticized for that by those who prefer command-and-control mandates from Washington.

President Clinton believes, as I do, that we should first try something we haven't tried enough of in the past: trust.

And we have. On both the Clean Car and the Climate Action Plan, this Administration has extended an open hand of trust to Detroit.

But let me be clear. We in government bear the responsibility of ensuring -- even demanding -- continuous progress on vehicle safety and environmental quality.

The American people demand that <u>of us</u> -- because their <u>lives</u> and the quality of America's environment are at stake.

We know that the Big Three have made giant strides on safety and fuel efficiency -- sometimes far outpacing government regulations. We trust that will continue.

But we are prepared, if need be, to use the power that the American people have entrusted to us to bring a faster pace of change.

That's not our wish -- but it may be our duty.

It's the President's hope -- and mine -- that the progress that we make in partnership will make these sorts of government mandates less and less

necessary. Let's put the era of adversity behind us -- and make some progress together -- that's what partners do.

A key element in securing that progress -- and cementing this Detroit-D.C. partnership -- will be the President's program for defense conversion.

I insisted that the Department of Transportation play a lead role in the new $500 million a year Technology Reinvestment Project -- precisely because I see so many rich opportunities for applying advanced defense technology in transportation.

Just a few months ago, the Department of Transportation became a full member of this effort which has been headed by ARPA. We're already seeing results.

I'm happy to say that the first 15 TRP grants -- $140 million worth -- were announced just three days ago. Six of them were directly related to transportation -- and six more have transportation applications.

One of these grants will help fund a two-year, $33 million project to develop precision laser machining technology.

Led by TRW Space and Electronics Group, the public-private team on this project includes three well-known local companies..... General Motors, Ford and Chrysler.

As projects like this adapt defense technology to civilian use, we will spur a technological revolution that will transform American transportation nearly as much as steam power, internal combustion engines and commercial aviation already have.

I can foresee American companies leading the world in a range of transportation technologies -- not only the first generations of clean cars, but super-sophisticated air traffic controls, high-tech safety devices, ceramic engine blocks and bridges made from composite materials like those used in the Stealth bomber.

We don't want to ever make the mistake made so often in the past -- allowing the products of American scientific genius to be developed abroad -- for lack of support at home.

We want to see American technology commercialized right here. We plan to help whole new American industries develop -- and existing ones expand -- industries that employ American workers, earning American wages.

[COMPETING AND WINNING THROUGH GLOBAL EXPORTS]

And that brings me to my fourth point.

Because we hope to see those companies not only meet domestic demand -- but carry on the extraordinary drive that has made America -- once again -- the largest exporter of manufactured goods on this planet.

In September, President Clinton launched a new National Export Strategy that will streamline government trade promotion efforts towards another ambitious goal -- boosting U.S. exports by 50% to a total of $1 trillion by the year 2000.

Along the way, we target the creation of 6 million new jobs in U.S. export industries.

To do that, we'll need to re-commit ourselves to the principles of free and fair trade. We will have to continue prying open foreign markets. We will have to pass the North American Free Trade Agreement and ratify the General Agreement on Tariffs and Trade.

But maybe most importantly, we will have to restore Americans' faith that trade is <u>the key</u> to our future prosperity -- not a threat that we can or should want to run from.

The target of $1 trillion in exports is feasible.

U.S. workers and companies are lean and ready. Productivity is rising so fast that when it comes to foreign trade, Franklin Roosevelt's brilliant words still ring true. We Americans, "have nothing to fear but fear itself."

American exports have already climbed $200 billion in the past five years to $700 billion. And as the Wall Street Journal informed us just last week, there's a new export power in the game -- it's called the American auto industry.

American automakers have already increased their exports tenfold in the last six years and they expect to double them again -- to over 900,000 vehicles -- by 1998.

This administration will stand by your side on that effort. We intend to be aggressive and direct in all of our trade policies and trade promotion.

In particular, in our trade talks with Japan, we are seeking concrete results -- real, bottom line results -- movement in the right direction, genuine change, genuine openness.

Some of you may know that Special Trade Representative Mickey Kantor has warned Japan that we may soon impose trade sanctions <u>unless</u> there is real progress in opening up the Japanese construction market to American bidders.

We hope those sanctions won't be necessary.

We believe that the new Japanese government is eager to lower its trade surplus and let Japanese consumers buy more high-quality foreign goods -- such as American cars.

But as President Clinton said during the campaign -- if our trade partners won't play by America's rules -- then <u>we are prepared to play by theirs</u>.

When it comes to trade talks, this Administration means business.

Every day lately, we are fighting to strengthen America's hand in our trade talks with Japan -- and in every future trade negotiation -- by passing the North American Free Trade Agreement.

We're waging that fight because we believe that passing NAFTA will be <u>good</u> for the United States and <u>good</u> for American jobs.

Trade with Mexico and Canada is already booming -- and putting Americans to work. 700,000 American jobs now depend directly on trade with Mexico, and we estimate that 200,000 more jobs will be created by the passage of NAFTA.

Here in Michigan, exports to Mexico and Canada employ 261,000 workers now -- <u>today</u>. And NAFTA will <u>raise</u> that number as Mexican tariffs fall toward zero.

This agreement will open up Mexico's fast-growing market over the next decade and U.S. automakers, parts suppliers and autoworkers will all gain from it.

Detroit's Big 3 sell barely 1,000 finished cars in Mexico today -- just 1,000 cars.

But in the first year of NAFTA alone they project sales of some 60,000 cars. Imagine that -- from 1,000 to 60,000 cars sales in just the first year of NAFTA.

Overall, the Commerce Department estimates auto sector sales of $2 billion to Mexico in NAFTA'S first year -- divided equally between cars and car parts and heavy buses and trucks.

Big 3 economists project that those exports will support 15,000 American automobile sector jobs in the first year -- with strong prospects for future job growth.

As President Clinton says, "NAFTA is a good deal and we should take it."

But the issue at stake goes well beyond the jobs that NAFTA will create for American workers.

The real issue is whether America will embrace and master the forces of global change and competition -- or seek to retreat and allow the European Community, the Japanese or other trade rivals to move in where we fear to tread.

In the end, NAFTA is just one more step in the commitment to free trade that Americans have benefitted from so enormously since World War II.

The question is whether we carry on -- and prosper as our exports grow -- or let the demagogues play on the genuine fears that economic transition has stirred among the American people.

If there's anything to fear, in fact, it's the risks we would run by rejecting NAFTA. Those risks are far greater than most people yet realize.

Rejecting NAFTA would cost us respect in this hemisphere -- it would say, in effect, that no one can trust the American government to negotiate a trade deal and keep its word.

That would weaken our hand in all the global trade talks we must face today and in the future. And it would open our natural markets in Mexico and Latin America to eager rivals who are ready to act now.

European and Asian businesses and trade missions would move in fast -- deals ready in hand.

Senior Japanese trade officials are already voicing worries about NAFTA.

They see it as a bad deal for Japan -- and they're absolutely right. Because they know that NAFTA will enable U.S. car producers -- and other U.S. industries -- to secure far greater market share in Mexico than the Japanese can ever hope to do.

But if NAFTA fails -- hundreds of thousands of current and future American jobs would be lost -- some immediately -- many more in the near future.

That's because rejecting NAFTA would stall the momentum of the export drive on which seven million American jobs now depend. It would dramatically raise the chances of a failure in the GATT talks. It would heighten trade tensions and raise the spectre of trade wars.

The stakes in this fight are that high -- for American jobs and for American leadership. That's why we need every well-informed American -- including everyone in this room -- to speak up against the fear-mongering that has so distorted the NAFTA debate.

President Nixon, President Ford, President Carter, President Reagan, President Bush and President Clinton -- Democratic and Republican Presidents together -- have all spoken out for NAFTA.

They know that in the end, the debate about NAFTA is really about whether we embrace fear or hope; whether we cling to the past or master the future.

That's a choice -- and a challenge -- that Detroit and the state of Michigan and our whole industrial Midwest has already faced -- and met. And it hasn't been easy.

We can't forget -- and we haven't forgotten -- how the white heat of foreign competition and the chill of recession struck deeply at the people of this state, this city and this industry. In many ways, the remarkable recovery that's underway is still not complete.

But there is a vigorous new President in office -- who really does love his Mustang. There's a Labor Secretary who loves his Cherokee. And you know I love my Buick.

We are, very simply -- on your side.

There's a new economic strategy being born. There are seeds of strong, healthy growth in America's economy. And there will be a new burst of confidence as we secure affordable health care for all Americans.

I believe that we Americans will find the courage to meet and master global change -- and that as we embrace a new partnership between Detroit and D.C. -- we will be leading the way, together.

Because while this partnership is new, it's really about bringing back an old American tradition -- a tradition that Detroit has always believed in. A tradition that I believe in -- and that you can be sure Bill Clinton believes in.

We call that tradition: <u>Winning.</u>

Thank you very much.

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FINAL DRAFT 10-22-93 at 8 p.m.

SECRETARY OF TRANSPORTATION FEDERICO PEÑA
AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS
OCTOBER 25, 1993
DETROIT, MICHIGAN

I'd like to thank Wayne Muri for that generous introduction. And to express my appreciation to all of you who make this country's transportation systems work day in and day out.

It's fitting that AASHTO chose this city so rich in automotive history and cutting edge technology not only to celebrate the "Centennial of America's Highways," but to launch a bold new partnership, for our nation's post-Interstate intermodal transportation system.

AASHTO, with leaders like Frank Francois, Howard Yerusalem, Ray Chamberlain and many others, has long shown the vision and wisdom we need to guide us into 21st Century transportation.

You are now being called upon not only to meet some of the greatest challenges in AASHTO's history -- but to do so within the constraint of tight budgets at all levels of government, heightened environmental concerns, and growing -- sometimes paralyzing -- congestion.

The times demand a cohesive, truly intermodal system that is anchored by the 155,000 mile National Highway System. I know that all of you have put in long hours on the draft map of the NHS. And I am happy to say that I

expect to have a proposal to Congress by the December 18 deadline.

But all of you know that America's 21st Century transportation system must have a far broader reach than the National Highway System.

It must -- and will -- be a seamless system that ties America together -- a true network of highway, mass transit, seaports, airports and rail terminals. Most of all we must offer transportation services that give citizens and companies the greatest possible mobility, flexibility, safety and convenience -- while preserving our environment.

Our next century's system will be grounded in the wonders of a technological revolution in transportation that will include Intelligent Vehicle Highway Systems, the Global Positioning System, "Clean Cars" and high speed rail. Let me say here how much I appreciate the resolution on your conference agenda supporting the President's high speed rail initiative. Your resolutions are proof positive that once again AASHTO is well out front -- leading the way.

The transportation system we create for the future will carry our commerce efficiently, enhance the quality of our lives and also meet basic human needs such as getting people to school, work and medical care with a minimum of hassle and delays.

In fact, I want one of my legacies as Secretary of Transportation to be something I hope to leave behind is progress on the humanization of transportation -- making it serve people so that single parents can get their children to day care center, elderly citizens can get to medical care and working people can get to their jobs conveniently.

Almost two years into ISTEA, AASHTO members have already made an excellent beginning on just such a system. For example:

Maryland's state intermodal transportation fund is a leader in flexible intermodal transportation financing.

Ohio's model intermodal plan entitled "Access Ohio," Wisconsin's statewide intermodal transportation study and California's intermodal plans are all sensitive to the environment -- and they are all paving the way in intermodal planning.

Washington and Florida have demonstrated creativity and innovation in land use sensitivity -- in integrating growth management and transportation planning so that major development cannot occur until the infrastructure needed to support it is in place.

In Oregon, where the urban growth boundary concept serves as the core of the land use management process, sprawl has been contained.

In Pennsylvania, Secretary Yerusalem has been actively involved in examining the linkages between clean air and transportation.

Michigan and Minnesota are models in the cooperation of state and local governments in the planning process.

North Carolina has seized the opportunities of new technology in development of geographic information systems. These systems improve assessment of environmental impact, coordination between state and federal agencies and citizen participation in corridor analysis.

And the list goes on.

Because of your bold and creative efforts we will succeed in creating the best intermodal transportation system in the world. Each of you is playing a lead role in President Clinton's strategy for changing America. Your job is to give Americans the tools -- and the confidence -- to meet the challenges of global competition.

From the very beginning of his Administration, the President has viewed transportation and infrastructure investments as key catalysts for economic growth in the United States and greater competitiveness in world markets.

He understands that investment in the nation's infrastructure is the engine that generates economic growth, raises regional productivity and enables our whole nation to compete -- and prevail -- in tough global competition.

We in transportation are challenged to make that vision real -- on the ground.

And in that regard, I am delighted to announce today that the final ISTEA planning regulations were approved on Friday, bringing to an end a process that lasted almost two years. Although they took a long time I believe they represent the direction that transportation planning must go in this country.

In many cases, these new rules only give official credence to the fine planning efforts some of you have already begun in your individual states. They allow you to move forward with the confidence and security that comes from moving in tandem with a great national undertaking, rather than having to go it alone.

These rules change forever the way we will make transportation investment decision.

First, the rules require metropolitan and statewide transportation planning. States must have a Statewide Transportation Improvement Program containing at least three years of projects and a 20 year vision that is

continually evaluated and updated. Metropolitan Planning Organizations (MPOs) are required to have plans too.

The plans will provide a cohesive vision for each region within the state. The rules require that we bring many, many more players to the planning table. They will produce proactive public involvement -- opportunities for early public participation and full review of the long-range plans by citizens as well as community groups.

Local governments -- specifically through MPOs -- and interested citizens as well as community groups will be involved in the planning process. While this may require a new way of doing business, my personal experience as Mayor of Denver convinces me that unless you engage citizens right from the start -- at the planning table -- your project will never get finished -- because they'll engage you in court.

The regulations require that balanced consideration be given to state and local needs so that we can indeed "humanize" transportation and make it serve the vital functions so necessary to individuals in their daily lives.

Transportation is much more than bricks and mortar, concrete and asphalt or ties and ballast. It's getting kids to the soccer game, and seeing that the barrio of East Los Angeles -- long cut off from the rest of the city -- is now connected to jobs and health clinics and to hope itself by one of the finest transit systems in the country. This is the real heart of what the new planning regulations mean.

The regulations require that our plans emphasize preservation and more efficient use of existing transportation facilities; that we seek more multimodal or intermodal solutions to transportation challenges. The new rules rely on innovative and nontraditional approaches such as HOV lanes and van pooling to meet capacity challenges. They call on us to use technological solutions wherever appropriate.

Second, the regulations recognize that transportation and air quality are interdependent. The regulations complement the Clean Air Act compliance rules being developed by the Environmental Protection Agency by helping state and local governments in planning to meet the mandates of the Clean Air Act.

We have been working with EPA on its conformity regulations, and we will have the opportunity to sign-off on them. I've met with EPA Administrator Carol Browner and our staffs have worked together closely. We realize that the integration of clean air and transportation planning is a very serious issue for you. Because if transportation plans, programs and projects do not comply with the 1990 Amendments to the Clean Air Act, the law says flatly that transportation funding cannot be approved. We hope the final conformity rule will be issued soon.

It will pose real challenges -- and ones that requires full cooperation of all partners in this process.

Final regulations requiring management systems relating to pavement, bridges, safety, congestion, public transportation facilities and equipment and intermodal transportation facilities and equipment will be issued soon.

I know this will require a great deal of work on your part, but it will also give you much better information with which to manage and evaluate your success. It will enable you to draw closer cost benefit analyses of projects before you put them on the planning board.

These actions should help you build a transportation network that is efficient, affordable and safe.

Finally, the 1994 DOT Appropriations bill is good news for infrastructure. It provides an 8% growth in infrastructure funding over last year's levels. In particular, the Federal-aid highway program funding increases by 10.7%. Federal aid highway obligation limitation is set at $17.59 billion, up more than $2 billion. The bill provides strong support for transit and Amtrak, and it funds highway demonstration projects at $156 million, significantly below recent years.

But as well as we did, I would be remiss if I came to a group of surface transportation people and did not mention the continuing challenges of financing -- the growing gap between tight resources at all levels of government and increasing transportation needs. We will continue to work at every opportunity for full funding of ISTEA. But we can't stop there.

In this generation, we must manage better with less. We can no longer afford the luxury of building any transportation facility without a very serious cost-benefit analysis, or adding a lane to an existing road without thinking long and hard about whether the travel could be handled in another way.

Even with the best of planning we can no longer meet growing infrastructure needs with public funds alone.

We need to take a fresh look at new public-private partnerships. This is a new experience for all of us. We have encouraged private sector investment in transit systems, and private investment is a key element in our proposed high-speed rail program. ISTEA's private toll road provisions have also created vast new opportunities for private investment in highways. We are actively exploring various innovative infrastructure financing techniques, and we hope the private sector's role will grow dramatically.

As you know, the DOT has launched an unprecedented series of meetings on ISTEA implementation and I appreciate the support that AASHTO members have given us in preparing for these nationwide series of meetings. The meetings begin November 5. We will be listening to state and local officials, representatives of the transportation industry and interest groups. We want first hand information on what elements of ISTEA are working -- and which ones

need fixing. We welcome the opportunity to share experiences and to learn from you.

In addition to transportation, President Clinton's strategy for changing America contains a large number of other important elements.

He started with swift passage of a budget that has restored America's reputation for fiscal responsibility and won renewed respect in world financial markets. That's why interest rates have come down so much, economic growth has revived and one million new private sector jobs have been created so far this year. That's not enough. We're not satisfied. But it's more jobs than were created for the previous four years put together.

The next key elements in the President's strategy include the Health Care Security plan that achieve in the future what Social Security achieved for previous generations, and the North American Free Trade Agreement that will create the largest free market on the globe.

Let's spend a moment on NAFTA because it has a transportation side that is little heralded amidst all the partisan debate.

All of us must plan for the heavy increase in freight traffic flowing across our continent and through our waterways as a result of increased trade with Mexico and Canada.

We are just putting the finishing touches on two studies mandated by ISTEA to identify existing and emerging trade corridors that facilitate trade with our neighbors. The studies will include priorities and recommendations for rail, highway, water and freight centers and all highway border crossings.

With the results of these studies, which we coordinated both through the states and with the governments of Canada and Mexico, we will have a clearer vision of what infrastructure is needed to carry the additional commerce already building up between Mexico and the United States.

But I can tell you that all over the country -- in ports and rail centers and highway planning meetings -- the excitement of NAFTA is building.

NAFTA is critical to economic growth and we need your help on this issue. NAFTA will create jobs in the United States, open markets for our exports and give new momentum to the forces of democracy and capitalism throughout the Hemisphere.

In NAFTA we seek to create the largest trading bloc on the planet -- 370 million people with a total output of $6.5 trillion.

Together with Canada and Mexico, we will create an economic superpower -- and all three nations will have

stronger hands in trade talks with other nations than any of us have alone.

Much of the debate on NAFTA has been terribly distorted -- and far too narrow. I would argue that the best way to view this pact is as one more step in this nation's long commitment to free trade -- a commitment that has brought us enormous gains since World War II.

Not many people realize it, but we are in the midst of a great American export boom that has seen our export sales climb by $200 billion a year since 1987. More than seven million American jobs now depend on sales to foreign markets -- 700,000 of those jobs on sales to Mexico alone.

And these export jobs are very good jobs, indeed, paying $3,500 a year more than average American wages.

We believe that NAFTA will add 200,000 more new jobs -- net-- for American workers. And that's the most basic reason we support it. But it's important to understand that there is more at stake in passing NAFTA than the immediate job gains for Americans as Mexican and Canadian tariffs come down.

What's really at stake is whether this nation continues its export success story; whether America continues to penetrate foreign markets and create jobs at home by doing so.

The bottom line is that passing NAFTA will be good for America, create jobs and keep our exports booming. Rejecting it would be a disastrous blunder with truly terrible long term risks.

So if you haven't already -- I urge you to be our partners in this venture too. Join the fight for NAFTA and know that your support counts.

I believe we're going to win this debate, and that the President's broader economic strategy is going to get this country moving again -- and restore Americans' confidence. It is our job to provide the intelligent transportation investments that will help us succeed.

Together with AASHTO and other transportation partners I believe that we will set this country on course to a seamless, intermodal transportation system that will be the most efficient and safest in the world.

We will succeed in part, I believe, because President Clinton has drawn to Washington so many people from state and local governments. We understand the challenges you face every day because we've been there.

You have a President who was a Governor, a Secretary of Transportation who was a Mayor, a Deputy Secretary who directed the New York MTA, a Federal Highway Administrator, Rodney Slater, who was one of your own as Chairman of the Highway Commission in Arkansas. Jane Garvey, Rodney's deputy was a leader in

the largest highway project in the nation -- the Boston Harbor Tunnel project.

We also have on board a Federal Transit Administrator, Gordon Linton, who was a state legislator in Pennsylvania, and Federal Railroad Administrator, Jolene Molitoris, who was a distinguished state rail official in Ohio. And let me not forget my director of the Office of Intermodalism, Michael Huerta, who served as executive director of the Port of San Francisco.

Excuse me if I seem to be bragging -- but I really do have an extraordinary team here -- all of them great transportation professionals -- eager to work with you to serve people at the local level.

So let this 79th annual meeting of AASHTO be a time to celebrate your accomplishments and plan for a future as part of this team. I've asked you for <u>your</u> support today. Let me close by pledging you <u>mine.</u>

Thank you very much.

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FINAL DRAFT - 10-25-93 AT 4 p.m.
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
TRANSPORTATION INFRASTRUCTURE TASK FORCE INAUGURAL MEETING
U.S. CHAMBER OF COMMERCE
OCTOBER 26, 1993
WASHINGTON, D.C.

I'd like to thank Richard Lesher and all of you for having me here today.

Let me say at the outset how delighted I am that the U.S. Chamber of Commerce formed this Infrastructure Task Force.

Last Friday the planning rules for implementing the 1991 Intermodal Surface Transportation Efficiency Act were released, changing forever the way we will make transportation infrastructure investment decisions in this country. The challenges and opportunities ahead are daunting.

And this Chamber, with leaders like Jeffrey Joseph, Bob Frenzel and Frank Breslin and many, many others, can have a lasting impact on the kind of infrastructure we create -- well into the 21st century.

As U.S. Chamber of Commerce Chairman Ivan W. Gorr said last month "business must be at the table...helping the Administration and the Congress, deal with the problems..."

Ladies and Gentlemen, I couldn't agree more. We in the Clinton Administration and the Department of Transportation welcome your partnership in infrastructure

decision-making. We don't expect you to agree with us on every issue. We invite you to challenge us -- argue with us if you must. But if you do that in the spirit of partnership, there are few limits to what we can accomplish for this country.

I'd like to discuss the kind of transportation infrastructure we envision -- a seamless intermodal system that ties America together. It will be a system anchored by the 155,000 mile National Highway System. We are nearing the final draft on the NHS and will have it to Congress before the December 18th deadline.

But the truly intermodal system will include much more than the NHS. It will be a vast network of highways, mass transit, seaports, airports and rail terminals.

And as we look forward to making this vision a reality, I'd like to suggest two areas where, I feel, you can have enormous impact immediately.

The first is by continuing the quest for infrastructure financing -- not only through full funding of the ISTEA but by moving beyond total reliance on publicly financed infrastructure to an era of new public-private partnerships.

The best example to date is in toll road financing. But there is no limit to the creativity and innovation that

can be drawn into the transportation infrastructure process when we have American business fully engaged.

The second way you can have an impact is by joining and leading grassroots participation in a metropolitan and statewide transportation planning process that will help us spend transportation money wisely to produce lasting dividends.

From the very beginning of his Administration, the President has viewed transportation and infrastructure investments as key catalysts for economic growth in the United States and greater competitiveness in world markets.

He understands -- as you in this Chamber do -- that investment in the nation's infrastructure can be an engine that generates economic growth, raises regional productivity and enables our whole nation to better compete -- and prevail -- in tough global competition.

But you probably realize the President's commitment to increase public investment while simultaneously reducing the budget deficit creates two related challenges for infrastructure policy.

One, outlays must be targeted carefully to insure that infrastructure spending is in fact investment that provides long-run benefits to society.

Two, the Administration must overcome significant doubts, both in Congress and among the public, about the need for greater infrastructure outlays. The dimensions of the political challenge can be seen in the fate of last spring's stimulus package, which was defeated in large part because opponents incorrectly characterized much of the Administration's investment program as "pork" that would detract from, not add to, the nation's long-term economic potential.

I don't think there's any question that we will need better data to answer both the political and economic challenges of increased infrastructure spending.

It makes sense that we should:

One, make greater use of cost-benefit analysis to justify infrastructure related budget requests;

Two, consider carefully the use of nonstructural alternatives to new construction;

Three, seek greater private sector participation in the provision of infrastructure services; and

Four, encourage more effective investments by state and local governments.

Ultimately, though, it's up to us in this room to work in partnership to make the President's vision for infrastructure and the economy real. We are challenged

to produce a true network of highways, mass transit, seaports, airports and rail terminals. Most of all we must offer transportation services that give citizens and companies the greatest possible mobility, flexibility, safety and convenience -- all while preserving and improving our environment.

Our next century's system will be powered by the wonders of a technological revolution in transportation that will include Intelligent Vehicle Highway Systems, the Global Positioning System, "Clean Cars," high speed rail, the Advanced Transit Technology Initiative and an abundance of new technologies that will flow from adapting high-tech defense industries to civilian uses.

Let's look at how we get there.

First, there is some good news in the 1994 DOT Appropriations bill. It provides an 8 percent growth in infrastructure funding over last year's level. In particular the Federal aid highway program funding increases by 10.7 percent. The Federal aid highway obligation limitation is set at $17.59 billion -- up more than $2 billion.

The bill provides strong support for transit and Amtrak, and it funds highway demonstration projects at just $156 million, well below recent years. This will allow more funds to go into meeting basic needs in the transportation plans now and not be tied up for years waiting to be spent on special projects.

But as well as we did, I would be remiss if I spoke to a group of business people and did not stress the continuing challenges of financing -- the growing gap between tight resources at all levels of government and increasing transportation needs. We will continue to work at every opportunity for full funding of ISTEA. But we can't stop there.

In this generation, we must manage better with less. We can no longer afford the luxury of building any transportation facility without a very serious cost-benefit analysis. We cannot simply add a lane to an existing road without thinking long and hard about whether the travel demand we wish to accommodate could be handled more efficiently some other way.

And even with the best of planning we can no longer meet growing infrastructure needs with public funds alone.

We need to take a new look at public-private partnerships. This is a new experience for all of us. We have encouraged private sector investment in transit systems, and private investment is a key element in our proposed high-speed rail program. The toll road provisions of ISTEA have also created vast new opportunities for private investment in highways. We are actively exploring various innovative infrastructure financing techniques, and we hope the private sector's role will grow dramatically.

On this, we solicit your guidance.

The final ISTEA planning regulations change dramatically the way we will make future transportation infrastructure investment decisions. These regulations require statewide transportation planning in addition to metropolitan area planning that has been required for many years. Each state must have a Statewide Transportation Improvement Program containing at least three years of projects and a long-range vision that is continually evaluated and updated.

These state and metropolitan plans will provide a cohesive vision for each region within a state.

The rules require that we bring many, many more players to the planning table. They will produce active public involvement -- opportunities for early public participation and full review of the long-range plans by citizens as well as community groups and the business community.

This is a new way of doing business for many transportation officials. But my experience as Mayor of Denver convinces me that it is better to engage citizens and community groups and businesses in the early planning process than to have them engage you later in court.

These rules are fundamentally about engaging citizens in transportation planning at the grassroots. And the U.S. Chamber of Commerce is one of the largest grassroots networks in the country. With over 215,000 businesses and organizations, including 3,000 local and state

chambers of commerce and 1,200 trade and professional associations, you can dramatically affect the kind of transportation we have in the 21st century.

You can do this through full participation in state and metropolitan planning. The door is open to you. The opportunities are there. I urge you to seize them and help us "humanize" transportation and make it serve local citizens' and businesses' needs.

The new regulations require that state and local plans emphasize preservation and more efficient use of existing transportation facilities; that they seek more multimodal or intermodal solutions to transportation challenges. The new rules rely on innovative and nontraditional approaches such as HOV lanes and van pooling to meet capacity challenges. They call on us to use technological solutions wherever appropriate.

I believe that the new approach will help set this country on course to a seamless, intermodal transportation system that will be the most efficient, environmentally responsible and safest in the world.

This will take vision and foresight. The kind of vision that Harry Truman showed forty years ago when he predicted the eventual fall of communism. With that threat now gone, it is no longer military power alone that determines a nation's place in the modern world -- but the efficiency and productivity of its commerce. And

transportation infrastructure is the foundation upon which a nation's commerce travels.

Working in partnership, I am confident America's government and business people will choose the road best traveled. I look forward to making the journey with you. I ask you for your support and I promise you my own.

Thank you very much.

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SECRETARY OF TRANSPORTATION FEDERICO PEÑA
1993 FEDERAL SAVINGS BOND CAMPAIGN AWARDS CEREMONY
OCTOBER 27, 1993
WASHINGTON, D.C.

I would like to thank Richard J. Schneebeli (Deputy Executive Director, U.S. Savings Bonds Division) for that introduction, although most of us have become old friends at this point.

And I also want to thank you all for changing your schedules at the last minute so that we could meet here for this ceremony. Vice President Gore is using these rooms for his NAFTA meetings and his staff graciously provided this time for us today.

We have much to celebrate. The 1993 Federal Savings Bond campaign was a record-breaker, and you all deserve the credit for a job well done.

When we recently closed the books, $17.3 billion worth of bonds had been bought in the last 12 months. That's an increase of 27 percent over the previous year -- the highest sales since this program's inception in 1941.

Sales were boosted in the early part of the Fiscal Year by a decline in interest rates nationwide. Millions of Americans took advantage of the chance to lock in a guaranteed savings bond rate of six percent for the next 12 years -- and federal workers led the way.

By the close of the Fiscal Year 1993, nearly one in three federal workers -- over one million four hundred thousand people -- had signed up to buy savings bonds. By doing that, federal workers continued as the nation's largest buyers of savings bonds.

In addition, the federal sector maintained its position as savings bonds' largest single market in the nation. While we represent only five percent of the American work force, we accounted for 16 percent of the new and increased savings bond allotments.

Precisely 181,318 federal employees and members of the military either signed up as new buyers or increased their savings.

That's a credit to all of you -- and you have my thanks.

In fact, it was such a great pleasure to be part of this campaign that I have accepted the President's invitation to serve a second year.

As he told me, "Federico, ask not what your country can do for you; ask what you can sell for your country."

Now let's move on to the purpose for which we came -- to honor the great work of the real stars of this campaign.

To do that, I will turn the program over to Bob Sweeney, director of the Federal Savings Bond program.

(Secretary returns to his seat on the stage.)

(Sweeney comes to opposite podium and instructs award recipients.)

(Secretary and Schneebeli return to center stage to present awards.)

(Secretary returns to podium after awards presentations.)

We've had a great year. It would not have happened without a lot of help from many, many people. I would like to recognize a few of them.

From the Department of Transportation, I would like to thank my chief of staff, Ann Bormolini, my Coast Guard Military Assistant, Commander Tim Beltz, and Nadine Rawls, personnel management specialist in the Office of the Secretary. These are the people in my Department responsible for most of the organization and planning of this campaign.

(Secretary leads applause)

In addition, let me also thank the team from the Savings Bonds Division, Sally Spencer, Ken Burch, Hal Scott and Bob Sweeney for helping us all.

(Secretary leads applause)

Congratulations again -- and let's do even better next year.

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REMARKS PREPARED FOR DELIVERY
HIGHWAY SAFETY/HEALTH CARE
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
ATLANTA, GEORGIA
OCTOBER 28, 1993

I want to thank Tom Coleman for that kind introduction and also Dr. Feliciano and the whole staff of Grady Memorial for having us here today.

Those who work on the front lines -- in the emergency rooms and trauma units of America's hospitals -- know better than anyone how critical the link is between highway safety and America's health cost crisis.

Just yesterday, President Clinton sent to Congress an historic Health Security Plan for all Americans.

This plan will provide all Americans peace of mind on a issue that cuts to the heart of families' daily lives. It will save billions of dollars a year, cut our government deficit and free America's doctors and nurses from the burdens of insurance paperwork and bureaucracy.

President Clinton's plan rests on six basic principles:

The first is Security and Guaranteed Benefits. That means that no insurance company can take away your coverage if you lose your job or change your job -- or if you or a family member becomes sick.

The second principle is Savings -- controlling the spiral of health costs by limiting insurance companies'

ability to raise your premium; introducing competition so small businesses can get the same insurance rates as large ones; squeezing out waste in Medicare and Medicaid and cracking down on the fraud that now takes a dime on every dollar we spend on health care.

The third principle is Quality -- making the world's best medical care better by emphasizing preventive and prenatal care, reforming malpractice laws to discourage frivolous suits and increasing research on preventive medicine and on the effectiveness of therapies.

The fourth principle is Choice -- saving what's best about our system by retaining your choice of doctor and increasing your choice of health plans. This will put health care consumers in the driver's seat.

The fifth principle is Simplicity -- cutting the red tape and complex paperwork that consume so many medical dollars; providing every American with a personal Health Security Card that will permit electronic billing, eliminate paperwork, and ensure full patient privacy.

The sixth principle is Responsibility -- making sure that everyone contributes -- because in America, rights and responsibilities go hand-in-hand. This means asking people to stay in shape, exercise, get regular check-ups and stop damaging their own health by excessive drinking, eating and smoking.

That last principle, Responsibility, is the one that each of us can do something about right away -- even before Congress passes the President's plan.

Because good health isn't something that the Government in Washington can give us from on high.

It's something that every American needs to seek for themselves and their families and friends.

Sometimes, as we'll see today, taking responsibility can be as simple and basic as making sure to buckle our safety belts when we drive and making sure that we never -- ever -- drive drunk.

These two steps alone can save thousands of precious lives and billions of scarce tax dollars.

They may be the quickest and easiest ways we have to act now.

Every year -- every single year -- motor vehicle crashes cost this country $14 billion in health care costs. In fully 45% of those crashes, alcohol abuse is involved.

Every day, 17,500 crashes happen in our country and 107 people die. Many of these tragedies could be avoided if more people took responsibility for their own behavior -- buckled their belts and put their children into child safety seats -- and most of all, drove sober.

Our country pays dearly for peoples' failure to do these two simple things -- in the suffering of families' and in cold cash.

Today, we are going to look at the human and financial costs of one typical crash.

In this crash, an unbelted, drunken driver has rammed into a car driven by a mother who is wearing her seat belt and has buckled her child into a safety seat properly.

The drunken driver not only causes the crash and injures innocent people, but suffers terribly himself -- running up medical, legal and damage costs that total more than $650,000.

His victims, mother and child, are injured as well -- but far less severely. Because the mother acted responsibly -- and buckled their safety belts -- their total costs are limited to just under $13,000.

The total economic costs to our society of crashes like this one come to $665,000 each -- with taxpayers forced to pick up at least $110,000 of that tab in the form of medicare, medicaid, lost taxes and added public assistance costs.

We are absolutely determined to see these costs come down -- through tougher safety-belt and drunk-driving laws and rigorous enforcement.

Our goal of reducing alcohol-related fatalities from 45% to 43% of the total would save 1,200 lives a year and save the nation $2.2 billion, of which $282 million is in health care costs alone.

Our second goal -- raising seat-belt use from 62% to 75% -- would save 1,700 lives, avoid many thousands of injuries -- and save the nation $3.6 billion, $684 million of that in health costs.

We will pursue these goals with the full force of the law. Too many American lives are at stake, too much human and financial loss at risk, for us to do any less.

Every serious injury we prevent will save America $35,000 in health care costs alone.

So just as I urge all Americans to support President Clinton's Health Security Plan, I also urge you to take personal responsibility and promote safety.

By buckling up and driving sober -- and encouraging all those we care about to do the same -- every American can help save lives and solve our health care crisis at the same time.

Now, let's all go and take a good, hard look at why this is so crucial.....[<u>event moves to crash site for presentation</u>]

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