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U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
LIFESAVERS 13: NATIONAL CONFERENCE ON HIGHWAY SAFETY
INDIANAPOLIS, INDIANA
APRIL 3, 1995

Today we celebrate the progress we've made -- *together* -- on highway safety.

Since I first spoke to you two years ago, we've had great success -- a success measured in lives saved and injuries prevented. As we mark these achievements, we must renew our commitment -- because a long journey remains before us. Today, I want to talk about that journey.

First, I'd like to review our progress on improving highway safety -- and then discuss the challenges we still face.

Second, I want to discuss what we can do -- *together* -- to meet these challenges.

Third, I want to describe the federal role -- and how the forthcoming restructuring of the Department of Transportation will enhance that role.

At Lifesavers 11 back in 1993, I set new goals for improving highway safety.

I called for us to reduce the number of alcohol-related traffic fatalities from 46 percent of the total to only 43 percent by 1997. I'm proud that we've achieved this goal -- *two full years ahead of schedule*. Last year, alcohol-related deaths on our roads were down to 42 percent of the total -- and the number of deaths dropped *in spite of* continued growth in travel.

(More)

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Office of the Secretary, Public Affairs
(202) 366-4570

At Lifesavers 11 I also called for us to increase the rate of safety belt use to 75 percent by 1997. In the early 1980s, only about one in 10 Americans used safety belts. That level had increased to six in 10 two years ago. I'm pleased to report that last year's rate was already up to 67 percent. So we're on target to meet our 75 percent goal by '97.

But even as we celebrate this progress, we must recognize that we face continuing challenges.

Far too many Americans still die in alcohol-related crashes on our roads and highways.

Far too many Americans die because they aren't wearing safety belts.

And I'm very concerned about the recent shift of a key barometer -- the overall highway fatality "rate" that measures deaths against total travel.

If we go back just a few years, 1992, we experienced our lowest rate in history -- 1.8 deaths per hundred million miles of travel -- far below the 5.5 level of the late 1960s. Most importantly, total deaths below 40,000 for the first time in a generation.

Unfortunately, the rate has plateaued since then -- and continuing increases in total travel have pushed the number of deaths back up, albeit slightly.

This is not acceptable.

I want to see the *number* of fatalities drop, and I also want to see fatality *"rates"* drop so that our highway system becomes safer *even as* more people use it.

I may sound impatient, but when it comes to saving lives, patience *isn't* a virtue.

That's why we must challenge ourselves to do even more in this great effort to save lives.

At the "Partners in Progress" meeting in February -- in which many of you participated -- we set a new goal for alcohol-related highway fatalities: cutting them to 11,000 a year within a decade -- a drop of 6,000 from current levels. This is the equivalent of a 30 percent share of alcohol-related fatalities -- compared with today's 42 percent.

I also want us to redouble our efforts to meet our safety belt use goal by 1997 through education, aggressive enforcement, and new federally-sponsored programs.

(More)

I want to emphasize that we face difficult obstacles in achieving these ambitious goals. Looking at our research and past performance, it's clear that we've *already* reached the many millions of Americans who are responsible and who take steps every day to protect themselves and their loved ones.

Future progress has to be made by reaching those who are not getting the message, either literally or figuratively. These people are:

...problem drinkers who won't stop;

...teenagers who think they're immortal;

...and those who resist using safety belts or motorcycle helmets.

Our research and experience also shows that each community has its own special circumstances, so some broad programs have limited effectiveness. We must develop strategies in ways that are flexible and responsive to individual conditions and needs -- and that's part of what I hope that this conference will accomplish.

This brings me to my second general message...how do we now proceed.

First, let's acknowledge that we have to continue the strategies that have brought us this far -- strategies that address each of the factors that determine safety: the road, the car, and the driver.

These strategies include public education and the targeting of at-risk groups like problem drinkers and young adults...

...tough laws such as point-zero-eight blood alcohol limits, administrative license revocations, zero alcohol tolerance under 21, and safety belt and helmet laws...

...proper enforcement of speed limits and other traffic laws...

...and highways and vehicles designed with safety in mind.

Next, we must acknowledge that we've got to move beyond these strategies. We must strengthen our existing partnerships -- and form "new" ones. As respects improving relationships, this conference, Lifesavers 13, is an outstanding example of how to do this as we work to develop the ties between safety researchers and practitioners.

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Sometimes these two groups don't communicate as well as they should -- with the result being that research doesn't always focus on real-world problems, and -- conversely -- the field doesn't always make good use of solid research. This meeting's efforts to build bridges between these critical concerns -- providing joint workshops, promoting interaction -- is a step towards the improved communications and strategic allocation of resources that will save lives.

As respects the formation of new partnerships, we must broaden our base -- building on the strong involvement of public safety agencies, safety advocates, the automotive and insurance industries, and employers.

I'm delighted to see new faces in the room today -- reflecting the recognition that this is a fight that affects *everyone*.

We need to bring in more groups that have a direct stake, such as employers facing high health care costs and lost productivity. Let's remember the health care costs that we all pay for the deaths and injuries that we're trying to prevent -- an amount that now has reached $14 billion a year.

We can be especially effective at the community level, building on the success of groups such as NETS -- the Network of Employers for Traffic Safety -- which brings together more than 1,500 businesses.

We welcome the involvement of the alcohol beverage industry -- and want to involve others from this community, such as retailers and state alcohol regulators.

We hope to see greater participation by the media -- building on the public education efforts of the National Association of Broadcasters.

And we want to increase the involvement of the health care community -- which devotes massive resources to caring for the victims of vehicle crashes -- imagine if we could focus on prevention as well as care.

These broad partnerships can provide the coordination and the momentum to continue our progress on safety issues.

I want to assure you that we in the federal government will not only continue, but expand, our leadership role in these and other safety efforts. I and our modal administrators -- Ric Martinez of NHTSA, Federal Highway Administrator Rodney Slater, Federal Transit Administrator Gordon Linton, and Federal Railroad Administrator Jolene Molitoris -- are fully committed to giving you the support you need.

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Part of that support will be financial. In a period of tight budgets, we're increasing funding for safety. The President's proposed 1996 budget calls for Highway Safety Grants to increase by 29 percent over this year, with Motor Carrier Safety Grants up by 15 percent. We've also requested full funding of NHTSA's Section 402 program -- which finances Safe Communities -- to build the kinds of coalitions that are needed to meet our ambitious goals.

Our commitment goes beyond this to include the continued defense of laws and regulations that genuinely protect the public -- even as we get rid of those that don't.

We'll also take innovative actions that yield real results -- such as the General Motors settlement last year which will provide more than $50 million towards programs that will save lives -- child safety seat distribution, driving impairment research, public education, and more.

And we'll raise the visibility of safety nationally through such fora as the truck safety summit we held last month and the landmark child safety conference we'll be holding at the very end of May.

In the coming weeks, DOT staff in our regional offices and at headquarters will meet with public officials from around the country to better understand your needs and to provide you the support that will get the job done.

Our commitment to do this is being strengthened by the DOT restructuring that I announced with President Clinton and Vice President Gore in December. This restructuring will help us achieve the National Performance Review's goal of making the federal government work better and cost less.

This week, I will submit to Congress legislation that will consolidate the Department's 10 operating administrations into just three: the Federal Aviation Administration, the Coast Guard, and a new Intermodal Surface Transportation Administration -- or ITA.

The ITA will include *all* of our surface transportation and civilian maritime agencies -- NHTSA, FHWA, FTA, FRA, the Maritime Administration, and the safety-related responsibilities of the Research and Special Programs Administration. It lets us cut red tape, save you as taxpayers money, and offer better service to our customers.

This restructuring strengthens the connection between safety and infrastructure. For example, highway design -- a function of infrastructure development -- is critical to safety. Innovations such as the "forgiving highways" introduced in the 1960s have saved thousands of lives.

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Having one agency responsible for both safety *and* infrastructure improves that crucial linkage. In addition, a single agency that integrates *all* surface transportation modes increases the synergies we already see on such matters as highway-rail grade crossings.

The new structure will ensure that safety remains our top priority. Each of the three new administrations will have a primary safety sub-unit reporting directly to its administrator. Indeed, the FAA already has created such a position -- and filled it with Chris Hart, NHTSA's former deputy administrator.

We're also ensuring that safety's profile increases in *my* office. For example, the Associate Deputy Secretary -- DOT's third-ranking position -- currently coordinates intermodal issues. That's no longer going to be necessary with the creation of the Intermodal Transportation Administration. So the future Associate Deputy Secretary will be dedicated to coordinating safety matters throughout the department -- giving it the high level of attention it deserves. Safety is our top priority -- and that will only be more true after the reorganization.

Let me close by reiterating my very personal commitment to our shared cause.

As a husband -- and the father of two young daughters who mean more to me than anything else in the world -- I want to protect my loved ones.

That doesn't make me different from any other American -- and it strengthens my resolve in this fight.

Over the coming months we'll work in cooperation with you -- and others across America -- because the partnerships we've formed are absolutely critical to eliminating the tragedies on our nation's highways.

When we reach our goals -- *and we will* -- it will be due in great measure to the leadership of people like you, who are fighting for safety every day.

You've helped to change our culture to the point where behavior that was common a generation ago is no longer acceptable -- and where people are now putting safety first.

With the help of the millions of Americans who are increasingly concerned about the safety of their families, friends, and neighbors we'll continue to save lives *today* -- *tomorrow* -- and *every* day.

Thank you -- again -- for your hard work.

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FINAL

On 4-3-95 at 4 p.m.

**TALKING POINTS AS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
NATIONAL MOTOR CARRIER ADVISORY COMMITTEE MEETING
WASHINGTON, D.C.
APRIL 4, 1995**

(You will swear in the committee -- the oath that FHWA recommended you use is at the end of these talking points.)

INTRODUCTION

- **I want to welcome everyone to this first meeting of the National Motor Carriers Advisory Committee for the 1994-1996 term.**

- **I also want to thank retiring Committee Chairman Maury Hannigan[1] for the time, energy and commitment he has given this committee.**

  -- And let me say a special welcome to Douglas T. Smalls of United Parcel Service, our new committee chair; and, Patricia F. Waller, of the University of Michigan, our vice chair.

- **Let me add that I am very pleased to learn that liaisons from other federal agencies, and from the governments of our North American trading partners -- Canada and Mexico -- taking part in your committee's discussions. We need to extend our working partnership and these liaisons are a good start.**

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[1]Maurice J. Hannigan won't be there but motor carriers would like you to recognize his effort anyway.

• I will administer the oath of office to members of the committee after I make a few brief remarks on:

1) this committee's importance, and
2) the challenges ahead.

FIRST, COMMITTEE IMPORTANCE

• Advisory committees come and go in Washington, but the National Motor Carriers Advisory Committee has been rechartered every two years since its inception in 1981 -- and for good reason.

• This committee provides a strong link between DOT and the motor carrier industry.

-- Your predecessor committees have made recommendations or given us tremendously valuable input on tough issues -- ranging from truck size and weight and transborder trucking to the National Transportation Policy.

-- In effect, we've had the benefit of the private sector's creative ideas, and we need that innovation in the days ahead to help us meet the challenges of the future.

-- You represent one of our primary partnership with the trucking and bus industry, and we look forward to working with you.

• When President Clinton last month re-energized the executive branch to redouble its efforts to make government work better, cost less, and serve people, one of his four charges was:

-- to "get out of Washington" -- and create more grassroots outside-the-beltway partnerships.

-- As you know DOT often looks outside-the-beltway for ideas from the people who are out there doing the work.

• I saw some of you at the Kansas City Truck and Bus Safety Summit last month.

-- I'm proud to say that summit produced 17 "issue" areas, which will be put before you during this meeting.

-- These issues ranged from fatigue and the need for more data and information regarding truck and bus crashes and their related causes to drivers training, technology and uniform safety regulations -- including uniformity issues among Canada, Mexico and the United States.

-- I hope you will consider all of them carefully, and give us your thoughts.

• I want to tell you a little personal story that emphasizes the importance of getting beyond the beltway. On the way to the summit from Kansas City International Airport, I stopped at a truck stop and talked with a number of truck drivers.

-- I listened to their opinions ... and gained valuable knowledge about the challenges they face everyday.

-- Then I had lunch with 20 more drivers at the hotel. They too enlightened me on issues I could not have known -- sitting here in Washington.

• This is the kind of input we need to provide the American people with a safe, efficient and cost effective transportation system that serves people and the American economy.

CHALLENGES AHEAD

• I see from the agenda that you have a busy two days ahead, and let me tell you that this is only the beginning.

-- As we restructure our department to make it more efficient and serve the people who pay for it, we have many challenges ahead.

• One is to continuously review regulations to ensure that they meet the current needs and that the rules are fair.

-- After such a review we decided the DOT position that pre-employment alcohol testing should be dropped from the regulations.

-- I am happy to report that a draft of the legislation to carry through with our decision is in the final stages of the review process and should be ready to send to Congress in the near future.

- I want to challenge you to do two things:

  -- One, continue to help us implement DOT's strategic plan, including transportation safety, which is our highest priority.

  -- Two, continue the kind of creative thinking about transportation issues that has gained this committee a reputation of being a prestigious group -- with an excellent mix of perspectives -- and a record of providing substantive recommendations that could be translated into action.

- Now, if all members of the committee will stand and raise your right hands, I will administer the oath of office. If you will -- I would like you to answer the questions in the oath with "yes, I do."

FINAL

OATH

- **Will you support and defend the Constitution of the United States against all enemies, foreign and domestic?**

- **Will you bear true faith and allegiance to the same without any mental reservations or purpose of evasion?**

- **Will you well and faithfully serve as a member of the National Motor Carrier Advisory Committee?**

- **Congratulations new members and good luck in the task ahead.**

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FINAL

4-3-95 at 5 p.m.

REMARKS AS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
WHITE HOUSE FELLOWS
APRIL 4, 1995
WASHINGTON, D.C.

(David Iglesias will introduce you The group expects an inside look at what is going on in transportation.)

Thank you very much, David, for that introduction, and for the good job you do at the Department of Transportation. David is an excellent example of the caliber of brains, energy and motivation that has become the trademark of your organization.

I welcome the opportunity to speak to you because I have long admired your organization. The White House Fellows is one of the most valuable programs in Washington.

It's not only valuable to the executive branch because we get the services of the best and the brightest, but it's also very important to the American people, who are by far the biggest beneficiaries of the White House Fellows program.

That's because almost all of you will become leaders in your communities and states. Maybe a few will take jobs in Washington, or return here for service at some point in your careers.

Whether you serve on a school board, or in a state legislature, or in the nation's capital, you will draw frequently from the knowledge and skills you gained by being on the inside of the executive branch of government for a year. This will be more true in the future than it has been in the past because of the dramatic change taking place right now.

The federal government will need to work in close partnership with state and local officials and the private sector to meet the challenges in transportation. Your presence here means that future leaders at the state and local level will have a better understanding of the federal government.

You are also fortunate to work in Washington at a very unique moment in our history. Never has there been such unanimity among the American people for a change in the way the government operates.

President Clinton came to Washington as an agent of change. He said from the beginning that he would cut the size of government and make this government deliver more effective service to the people who pay for it. He launched an effort -- led by Vice President Gore -- to reinvent this government -- to make it work better and cost less.

Right from the beginning, the Department of Transportation has played a lead role in "reinventing" government. We have to change government to meet the challenges we face as a nation in transportation, which is my first theme.

Today I want to talk about the changes we are making at DOT. I want to take you behind the scenes so that you understand the philosophy behind our changes -- and I'll discuss this in three broad themes.

One, the challenges we as a nation face in transportation.

Two, how restructuring DOT can meet those challenges.

Three, I'll go into our proposal for an independent air traffic control corporation because it so clearly illustrates the underlying principles of our strategy.

I. CHALLENGES

Since the birth of this nation, America's prosperity has depended on moving people and goods safely and efficiently.

From the earliest ports and inland waterways to the colonial post roads to the transcontinental railroad to the Interstate Highway System, progress has <u>always</u> been made possible by advances in transportation.

But today we face transportation challenges that are as great as, and in some ways more complex than, those of the past.

Steadily-rising traffic strains existing highways, airports, and railroads. Growing demands for efficiency come from business relying on prompt deliveries for just in time manufacturing and from commuters trying to preserve time for their families alongside demanding work lives.

When these demands are placed against the federal budget deficit the problem is obvious. Federal transportation funding -- which has increased under the Clinton Admininstration -- isn't likely to continue growing as we work to reduce the budget deficit.

Against this background, we must find new -- more efficient -- more cost effective -- ways to meet America's transportation needs.

II. RESTRUCTURING

My second theme is that our restructuring proposal which is now before Congress will answer the challenges of today and position the Department to create a better transportation system for tomorrow.

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We have proposed to Congress to consolidate our 10 operating administrations into just three: the Federal Aviation Administration, the Coast Guard, and the Intermodal Transportation Administration.

That will end the duplication, red tape and incompatibility among all forms of transportation -- or modes. This should have been done when DOT was first put together 28 years ago.

DOT wasn't created as an integrated unit, but as a holding company, like the giant business conglomerates of the 1960's. These dinosaurs were not nimble enough to cope with the drive for efficiency and customer service that swept corporate America during the 1980s. Now, the federal government faces the same pressures in the 1990s.

These changes in structure not only position us to meet today's pressures -- but also position us to develop tomorrow's transportation systems.

The Intermodal Transportation Administration, for example, embodies the concept of intermodalism -- integrating all forms of transportation so that they function as a unified system in which the best and most cost effective mode is used to give the American people faster and safer transportation.

The new ITA would integrate all of our surface transportation and civilian maritime functions -- including safety and research.

Under our plan, the Federal Aviation Administration would continue to promote and develop our air travel system and ensure its safety.

Its air traffic control functions, however, would be transferred to a new government corporation -- which I'll discuss in a moment.

The third unit -- the United States Coast Guard -- which is preparing a proposal for internal streamlining -- would continue in its present role, serving the nation well as it has for more than two centuries.

Our restructuring proposal isn't just about reorganization or shifting a few blocks on an organizational chart: it's also about streamlining and simplifying DOT's funding programs. We now have more than 30 programs to fund infrastructure -- each with its own rules, applications, and criteria.

That places an unacceptable burden on our partners in state and local government and in private industry -- especially as they struggle to make the most of increasingly-limited public resources. It adds to their costs as they waste time trying to shape projects to meet the rigid standards for federal funding.

We have a way to end this quagmire. We propose to reduce the number of federal funding infrastructure programs from 30 to three.

At the same time, we will return flexibility and authority to state and local governments -- who are most directly accountable to the public, and who best know its needs.

These new programs also would be designed to let states keep their costs low and have the ability to tap the resources of private business and local communities.

They will be able to build on the innovative financing strategies that the Clinton Administration's new Partnership for Transportation Investment has pioneered. That initiative cut red tape to let states jump-start $2 billion in new highway, rail and transit projects -- without a single penny of new federal funds.

In total, these changes are going to make us more efficient -- and let us spend more time moving people and less time moving paper. As I've said before -- we want to build bridges, not bureaucracy.

III. AIR TRAFFIC CONTROL

My third message -- air traffic control -- exemplifies the philosophy of our entire initiative. It addresses a problem of transportation before the problem become critical.

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Of all the ideas we are proposing, the one that may have the greatest impact on the public is our plan to create an independent government corporation for air traffic control services.

I know everyone has heard the stories of air traffic controllers forced to use antiquated computers run by 1960s vintage vacuum tubes -- when the rest of the world has moved on to the microchip.

And when the FAA's current procurement system does purchase new technology, it inevitably costs far more and comes on line far later than planned.

Technology isn't the only problem.

The personnel system prevents us from properly rewarding good work or efficiently staffing busy airports.

And the federal financing system -- which relies on annual appropriations by Congress -- simply doesn't allow for long-term planning or timely purchase of new technologies.

Together, these three area -- procurement, personnel, and finance -- have created an air traffic system that is safe -- but only because of its dedicated employees.

But we can't expect this system to handle the rapid growth that is projected for the future.

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And -- since we'll never compromise on safety -- we run the risk of reducing system efficiency -- with delays, inconvenience, and higher costs.

The air traffic control corporation will do better. It would be an independent government corporation, freed from federal personnel, finance and procurement red tape -- one that can safely handle future growth.

And that is the key: the future. Our ATC system works today -- even though we have the busiest, most complex system in the world.

Some look at this and say, "if it ain't broke, don't fix it." That misses the point.

The FAA is occasionally accused of reacting to problems instead of anticipating them. That's precisely what we are trying to avoid: we see a problem -- a real problem -- and we are addressing it before it becomes critical.

That's the underlying philosophy of our entire restructuring program -- move now to create a transportation system that will better serve the American people into the 21st century. It must be a system that is cost effective, efficient and safe.

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CLOSING

I've given you the direction we are taking in transportation. I'd be happy to answer any questions or comments you may have.

Thank you very much.

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U.S. Department of Transportation

News:

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

Contact: David Bolger
tel. (202) 366-0881

Statement by Secretary of Transportation Federico Peña on the Restructuring of Amtrak

April 6, 1995

Yesterday the Amtrak Board of Directors announced a second phase of operational and system changes designed to reduce Amtrak's budget gap for fiscal year 1995 and beyond. These are tough but necessary choices in the face of stark fiscal realities, and along with the adjustments announced in December, represent an urgent attempt to move the railroad toward a stable economic future. These are difficult, but necessary actions at a critical time.

The Clinton Administration remains committed to the future of rail passenger service in this country, and has included significant capital support for Amtrak in its 1996 budget. The Department of Transportation supports Amtrak's efforts to reinvent itself as a more efficient, more business-like operation that will achieve commercial success within the constraints of declining Federal operating subsidies.

To address these changes highlighted by service reductions, and to promote a more businesslike Amtrak, the Department is this week transmitting to the Congress the Amtrak Restructuring Act of 1995. This legislation will free Amtrak from Federal micromanagement and enable it to make its own decisions like any other business. This bill complements the Department's own restructuring efforts and our proposal to redesign Federal funding programs so as to provide states with additional flexibility to make their own choices in transportation funding. Once implemented, these initiatives will facilitate a dramatic reduction in Federal operating subsidies.

Amtrak is working closely with rail labor, the Congress, Governors, Mayors and other constituent groups on issues relating to the service adjustments and the entire future of Amtrak. In recent weeks, 22 governors and countless local officials have written Congress to express support for Amtrak. The Department of Transportation sees this as a hopeful sign and we encourage states and others to take an active role in supporting Amtrak service. We look to our partners in the Congress for support of the Amtrak Restructuring Act of 1995 and continued financial support for rail passenger service throughout the United States, to benefit the American traveling public.

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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
Wednesday, April 5, 1995

Contact: Bill Adams
Tel.: (202) 366-5580

MEDIA ADVISORY

Secretary of Transportation Federico Peña will brief major supporters and the media on the DOT reorganization legislation at 10:00 a.m., Thursday, April 6, 1995 at the U.S. Department of Transportation.

Secretary Peña will be joined by Deputy Secretary Mortimer Downey, James Burnley, former U.S. Secretary of Transportation; Robert Krebs, Chairman, CEO and President of the Santa Fe Corporation and the ATSF Railroad, and Chairman of the National Commission on Intermodal Transportation (NCIT); Wayne Shackleford, Secretary of the Georgia Department of Transportation and President of AASHTO; Edward Emmett, President of the National Industrial Transportation League and Ann Canby, Delaware Secretary of Transportation and member of the NCIT.

The proposed legislation will enable the Department of Transportation to meet future challenges, serve customers better and facilitate prudent down-sizing. It would consolidate ten separate agencies into three units, promote intermodalism and eliminate numerous overlapping administrative operations such as personnel, procurement and budget.

WHO: **U.S. Secretary of Transportation Federico Peña**

WHAT: **Briefing on DOT Reorganization Legislation**

WHEN: **10:00 a.m.**
Thursday, April 6, 1995

WHERE: **Marx Media Room 2201**
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C.

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NOTE: Reporters should use the Northwest entrance and be prepared to present valid press credentials.

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U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
DOT RESTRUCTURING LEGISLATION PRESS BRIEFING
WASHINGTON, D.C.
APRIL 6, 1995

Good morning. I'd like to welcome you to today's briefing, which marks a milestone in the transformation of the Department of Transportation. Before I begin my remarks, I'd like to introduce several leaders from the transportation community who have joined us today.

First, my distinguished predecessor, Secretary James Burnley, who led the department under President Reagan.

Andy Card, who served as Secretary of Transportation under President Bush.

Rob Krebs, the chief executive officer and president of the Santa Fe Corporation and the ATSF Railroad. Rob chaired the National Commission on Intermodal Transportation, whose report has been so influential in our planning.

Wayne Shackleford, Commissioner of the Georgia Department of Transportation and President of AASHTO -- the American Association of State Highway and Transportation Officials -- one of our leading partners.

John Epling, Executive Director of the National Association of Regional Councils, our partner in so many metropolitan area initiatives.

And of course you all know Mort Downey, our Deputy Secretary here at DOT.

(More)

U.S. Department of Transportation
Office of the Secretary, Public Affairs
(202) 366-4570

I also want to acknowledge our DOT Assistant Secretaries and the Administrators of our modes who are in the front row. They've been critical to our successes to date -- and will be even more important as we continue DOT's transformation.

Last December I joined President Clinton and Vice President Gore in announcing a historic modernization of the Department of Transportation. Today, we're submitting to Congress comprehensive legislation to reorganize DOT.

This restructuring carries forward the reinvention of the federal government that President Clinton began two years ago. DOT has been a leader in this effort -- cutting our civilian work force by more than seven percent to date, saving over $260 million a year in personnel costs alone. At the same time, we've improved customer service through automation and by streamlining procedures and regulations.

But we recognize that this won't be enough to meet the challenges we face for the remainder of this decade and into the 21st century:

A transportation infrastructure deficit amounting to hundreds of billions of dollars...

...rapidly-growing travel demand...

...increasing needs for efficiency -- for example, by businesses relying on prompt deliveries for "just-in-time" manufacturing...

...and the reality of declining federal funding as the budget deficit is eliminated.

Developing a safe and efficient transportation system in light of these conditions is going to force change on us. That's why we have to act -- *now* -- to manage that change and to make it work for us and for our customers -- the American people.

The problems start with DOT's organizational structure. Our current structure (created 28 years ago) is much like a holding company with 10 separate operating administrations. This antiquated structure hinders our ability to develop creative partnerships, to make strategic transportation investments, and to fashion innovative financing mechanisms to fill our nation's infrastructure deficit.

The legislation we propose today would address that by consolidating DOT's 10 agencies into just three:

a revamped Federal Aviation Administration;

(More)

the Coast Guard;

and a new Intermodal Transportation Administration which would integrate all of our surface transportation and civilian maritime functions.

Consolidating our operating agencies also enables us to streamline the Office of the Secretary -- making it smaller and focused on issues such as strategic planning and national and international policy.

Through these steps, this proposal achieves three key results:

First, it repositions DOT to help develop the transportation system of the 21st century -- one that promotes intermodalism: using the most efficient form of transportation to move people and goods and to interconnect modes into a seamless transportation system. This is essential if we're to maximize our existing transportation infrastructure.

From a departmental operating perspective, our reorganization plan also will integrate resources, decisions, and policies in order to produce investment decisions and products which will make transportation safer, and which will develop new technologies to increase the system's efficiency in coming years.

Second, the reorganization will help us to serve our customers better by giving them one-stop shopping.

We now have multiple agencies with overlapping concerns. This fragmentation and duplication creates inconsistencies and a lack of coordination that wastes time and frustrates our customers and our partners. Integrating *all* of the surface transportation agencies into the new ITA will put an end to this frustration.

Let's look at an actual example of how this works. Today, someone with an intermodal freight issue might have to check in with up to eight different parts of DOT -- and we in DOT would also have to spend time coordinating among ourselves.

Since transportation is becoming increasingly intermodal, we see this happening more frequently. Under our reorganization proposal, we'll have a customer-friendly structure that simplifies the lines of responsibility -- giving faster -- and better -- service.

Third, this reorganization helps us to responsibly and strategically reduce DOT's size -- saving the taxpayers money. It eliminates the wasteful duplication that comes from having 10 separate agencies -- each with its own personnel office, its own procurement department, and so on.

(More)

This will let us reduce our workforce by 12 percent -- and also achieve a 50 percent cut in back-office administrative staff -- while protecting those who are on the front lines serving our customers.

Today our focus is on the reorganization of DOT. We're also submitting legislation to Congress for the creation of a new government corporation for air traffic control services. I believe that we need a corporation free from the inefficient procurement and personnel systems and budget processes that add unnecessary costs to air travel today -- and that delay the deployment of the technologies needed to handle tomorrow's travel growth.

To lay the foundation for a legislative proposal for the reform of transportation funding programs, we're also providing Congress with a set of principles. These principles -- consolidation of the more than 30 infrastructure funding programs, simplification of requirements, and the return of flexibility and authority to states and localities -- are the basis for sensible reform.

In closing, let me reiterate that our restructuring plan will make us more effective and more efficient -- and let us -- and our partners -- spend more time moving people and less time moving paper -- building bridges, not bureaucracy. Its elements -- cutting bureaucracy and red tape, reforming programs, empowering states and localities -- are at the heart of our effort to reinvent government.

Over the coming months, we look forward to working with Congress on these initiatives as we continue to develop transportation systems for America's future.

And now, I'd like to ask Mort Downey to discuss our reorganization proposal in more detail.

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FINAL – DON'T release

5148

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MEXICAN AMERICAN LEGAL DEFENSE AND EDUCATIONAL FUND
15TH ANNUAL CHICAGO AWARDS DINNER
CHICAGO, ILLINOIS
APRIL 13, 1995

Thank you, Ray *(Romero)*, for that introduction. I don't know how many of you know this, but -- in addition to his work on behalf of the Latino community -- Ray has been a good friend and a close personal advisor, and I want to thank him for that.

I also want to thank Bill Goodyear, your dinner chairman, for his work on an excellent event. *Let's give him a hand for his efforts.*

And I want to acknowledge my old friend Antonia Hernandez, MALDEF's President -- her commitment has sustained MALDEF's position of leadership in the Latino community.

Finally, I want to acknowledge several of your current Board members[1] who are with us tonight...

...Jeff Colman...

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[1] **Past Board members also in attendance: Manny Sanchez, Natalia Delgado, Art Velasquez, Jr., Katherine Archuleta, Ray Romero.**

...Tom Reston...

...Maria Luisa Mercado...

...Martin Montes...

...and Adela Cepeda, who couldn't be with us tonight but who is represented by her mother, father, and children.

It's hard to believe that MALDEF is now in its third decade of supporting public policies, laws, and programs to safeguard the rights of Latinos in this nation, and to create opportunities for them.

It's even harder for me to believe that my association with MALDEF began nearly as long ago -- and I have to say that MALDEF has aged better than *I* have.

I'm serious, however, when I say that my work as a young civil rights lawyer had a profound effect on me.

It strengthened my determination to build opportunities for America's Latino community -- and led me to a career in public service.

And now, two decades later, we continue to share a commitment to opportunity.

That commitment is also shared by President Clinton.

[MY PRIDE IN WORKING WITH PRESIDENT CLINTON, WHO HAS DONE MORE FOR HISPANICS -- GIVE EXAMPLES.]

Tonight, I'd like to talk about three things.

First, the economic recovery this nation has seen over the past two years -- and the work we still must do to ensure prosperity for all Americans.

Second, affirmative action -- which is one of today's most controversial issues.

Third, education -- and how it increases opportunity for all Americans.

Over the past two years, this nation has seen a tremendous economic recovery.

I. President's Economic Plan

- Courageous, bold and controversial -- but it's working

- Look at the facts:

a) Deficit reduction

- more than $600B over 5 years
- 3 years in a row, first time since Harry Truman, in 1946-48 -- 45 years ago

b) Job creation

- more than 6 million in two years
- over 90% in private sector
- unemployment rate fell from 7.1% in January '93 to 5.5% in March '95
- unemployment rate for African-Americans lowest in 20 years
- Hispanic unemployment rate is 9.1% -- **down from 11.4% in January 1993**

c) Low inflation - core consumer price index, lowest in 30 years

d) U.S. won "productivity award" - World Economic Forum declared the United States to have the world's most competitive economy. First time in 9 years that the U.S. won that honor.

e) We've created job opportunities by opening world markets

- GATT
- NAFTA
- Apex Ministerial
- Hemispheric Meeting of the Americas - Goal of FTZ by 2005
- meeting with ministers (impact on Latino business people)

Describe this ... _____ of Spanish speaking consumers in Hemisphere

f) Automating and downsizing government - examples

- Cut 100,000 - will do 272,000 by end of FY '99
- Look at DOT - my cuts

g) Yet, Americans are feeling a sense of insecurity

The reason for that is pretty clear. Some of the gains in productivity and competitiveness which have helped to generate the economic turn-around have forced changes that are threatening to many Americans.

Automation is reducing the number of people needed to do a job -- whether it's to process an insurance claim or build a car.

Businesses -- and government -- are taking a hard look at how they do their jobs, and eliminating procedures and processes that seem unnecessary.

Employers are downsizing, and that often means permanent cuts among middle managers and other white-collar workers who had been exempt from layoffs during economic downturns.

Some of these changes are necessary and -- in the long run -- good for the economy. In an age when we face increasing global competition, we have to be as efficient as possible.

But the need for greater competitiveness in the future doesn't mean these actions aren't painful today.

It doesn't lessen the suffering of a father who has to face his family across the kitchen table and tell them that he's lost his job.

It doesn't ease the pain of the working mother who was counting on a pay increase that she's not going to get.

It doesn't give confidence to the young couple who want to buy a house -- but know they could be just a pink slip away from defaulting on their mortgage.

That uncertainty is why so many Americans feel insecure, even as the economy improves. They know that there are big changes happening throughout the world, and they feel powerless to control their own destinies.

And there are those in this nation who would feed on that insecurity. They'll try to use people's honest fears as a way of dividing them for political gain.

We see that happening today on immigration, and on affirmative action.

Well, I'll tell you tonight that's *wrong*. Exploiting the fears of good people who feel threatened is contemptible.

It goes against everything we stand for as a nation -- the sense of community, of decency, of the striving -- *together* -- for a better tomorrow for all Americans.

Yesterday,President Clinton went to Warm Springs, Georgia, to commemorate the 50th anniversary of Franklin D. Roosevelt's death.

He asked what President Roosevelt would say today as we face our new insecurities.

"Like our greatest presidents, he showed us how to be a nation in time of great stress.

"He taught us again and again that our government could be an instrument of democratic destiny, that it could help our children to do better.

"He taught us that patriotism was really about pulling together, working together, and bringing out the best in each other -- not about looking down our nose at one another in claiming to be more patriotic than our fellow countrymen and women.

"Above all, he taught us about the human spirit. In the face of fear and doubt and weariness, he showed we could literally will ourselves to overcome -- as he had done and as has already been said so powerfully -- in his own life.

"He led us from the depths of economic despair, through a depression, to victory in the war, to the threshold of the promise of the post-war America he unfortunately never lived to see."

It is that human spirit, that pulling together, that we need today more than ever.

What we don't need is destructive divisiveness or scapegoating. Unfortunately, that's part of what the current debate over affirmative action is about.

There is a valid concern about how effective or how fair these programs are -- but some people are simply using affirmative action as a wedge to divide our country.

That, too, is wrong -- because we should be proud of what we've done to provide opportunity to women, members of racial and ethnic minorities, and the disabled.

This country is a fundamentally better and fairer place than it was a generation ago -- and affirmative action is part of the reason for that.

It's opened doors, and let America benefit from the talents of many who otherwise would have been shut out.

Just look at our armed forces, which have made a special effort to make sure that there's a promotion pool that reflects the racial and gender makeup of the people in the rank just below.

No unqualified person ever gets promoted, but they ensure that people's innate abilities are developed and that they get a chance to advance.

Anyone who has watched our military in action in recent years can see the difference.

It's equally true for corporate America. Government didn't need to force companies like Proctor and Gambel to do what's right. They know that being able to tap into the talents of a diverse workforce is good business.

So we need to keep these doors open.

And at the same time we have to be sensitive to the concerns of other Americans. We don't have to support government-mandated benefits for unqualified people.

Nor do we have to stand by in the cases -- however rare -- of reverse discrimination.

That's why the Justice Department is supporting the cause of a young white man right here in Illinois who was told he couldn't even apply for a job because he was the <u>wrong</u> gender and the <u>wrong</u> race.

Well, that's a <u>wrong</u> policy.

We *do* have to look at these programs -- and ensure that they're fair and that they're effective. That's what the President is doing through the review of federal affirmative action programs that he recently ordered.

And we have to make any changes that are found to be necessary -- without apologizing for doing the right and decent thing and empowering people to improve their lives and to contribute to our nation's prosperity.

[MINORITY CONTRACTORS IN DENVER.]

[MY TWO DAUGHTERS -- SHOULD THEY GET SCHOLARSHIPS BASED ON RACE OR ON PERFORMANCE?]

We shouldn't close doors for *some* Americans -- but open them for *all* Americans.

There are many ways to do this -- but among the very most effective are those which give people the tools to build their own futures.

For the Clinton Administration, that means carrying out the most far-reaching education agenda in a generation.

More than ever, opportunity depends on education. Nations with a talented, flexible workforce will be able to compete and win in this economy.

Increasing educational opportunity also helps us to grow together -- enabling more and more Americans to enter a strong and prosperous middle class.

Education and job training are cornerstones of President Clinton's economic policy, designed to expand opportunities for all Americans.

And the Clinton Administration is building on a tradition of federal support for education that dates from the 19th century land-grant colleges.

We've taken that support to new levels, building on a Lifelong Learning Agenda that begins with early childhood education and ends

with ongoing adult education and training programs.

We've made progress on every front.

Head Start, which provides comprehensive services for disadvantaged children, has been increased by $760 million over the past two years, with another $400 million proposed for 1996.

Goals 2000 supports state and local efforts to raise academic standards, improve teaching, and expand the use of technology in schools.

The School-to-Work Act gives those who don't want to attend college the chance for on-the-job training and apprenticeships.

The Student Loan Reform Act provides direct loans from the government -- cutting out the middle man and saving both students and taxpayers billions of dollars.

Americorps -- the crown jewel of higher educational opportunity -- gives students the opportunity to pay off their college expenses by working in communities across the country.

And this year the President -- through his Middle-Class Bill of Rights -- has proposed tax deductions for education and training so that working Americans can pay for building the new skills that lead to better wages and more secure jobs.

He's also proposed comprehensive reform of training and employment programs to help unemployed workers and low-income adults and youths -- many of whom don't earn enough to benefit from tax deductions.

This set of initiatives will build on the progress we've made so far -- and open new paths to prosperity.

But *all* of this is endangered -- not only the *new* proposals, but *all* that's been accomplished.

There are those who would end the direct student loan program, adding thousands of dollars to the cost of college...

...those who would scale back Head Start, and further handicap disadvantaged children...

...those who would cut school lunches and breakfasts...

...those who would eliminate the drug-free schools funding that makes our schools safer places...

...and those who would gut Americorps... Goals 2000... School-to-Work... and other programs that increase opportunity for both lower-income and middle-class youth.

That's a mistake.

Cutting education in a time of increasing global economic competition would be like cutting defense spending during the Cold War.

I think that the American people understand this need for investment in our children, and that they'll reject the penny-wise, pound-foolish approach of those who would just cut, cut, cut.

They understand the danger this poses to the American Dream...

...and I'd like to close my remarks tonight by telling you what that dream means to me.

To me, the American Dream is about a sense of possibility, of opportunity.

It's a dream that all Americans who work hard and play by the rules -- who take responsibility for their own lives -- should have the chance to build a better future for themselves and for those they love.

That's the kind of hopeful, optimistic America that my generation was privileged to grow up in.

It was the kind of America that let my parents work hard and sacrifice -- and raise three lawyers, an accountant, an assistant high school principal, and a teacher.

They realized *their* American dreams -- and now my generation is working to fulfill *its* dreams.

You have a role to play in ensuring that the American Dream prospers into the 21st century.

I ask that you continue to support MALDEF, which for three decades has led the fight for equality and opportunity -- and whose commitment honors not only Latino Americans, but all Americans.

I ask you to support economic programs that strengthen America for the future -- so that our children will inherit the same opportunities we have had, instead of debts.

I ask you to make your voices heard in the debates over affirmative action, so that all Americans will continue to have the opportunity to make the most of their innate abilities.

Finally, I ask that you -- and not only those of you with children, but everyone who cares about our nation's future -- support the educational programs that open minds -- and that open doors.

I believe that America's best days are yet to come -- and that the American Dream is much too young to die.

Let's work -- *together* -- to show the world that the American Dream remains alive.

Thank you.

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5.47

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, April 17, 1995

Contact: Wendy Burt
202/366-5565

MEDIA ADVISORY

Joining Boeing Company officials and workers, U.S. Transportation Secretary Federico Peña and Federal Aviation Administrator David Hinson will present the operating certificate for the Boeing 777. The presentation will be held in the B-52 Hangar at Boeing Field, on Wednesday, April 19, at 9:00 a.m.

The operating certificate is awarded after a new airplane meets all FAA criteria for safety and airworthiness. The Boeing 777 accumulated over 3,000 flight hours during testing.

WHAT: **Operating Certificate Ceremony**

WHEN: **Wednesday, April 19, 1995, 9:00 a.m.**

WHERE: **Boeing Field**
B-52 Hangar
Seattle, WA

WHO: **Secretary Federico Peña**
FAA Administrator David Hinson
Phil Condit, President of Boeing

NOTE: The Secretary will be available for questions after the ceremony.

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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
Friday, April 14, 1995

Contact: Wendy Burt
Ronda Jackson
202-366-5565

Media Advisory

TRANSPORTATION SECRETARY FEDERICO PENA'S PUBLIC SCHEDULE FOR THE WEEK OF MONDAY, APRIL 17 - FRIDAY, APRIL 21, 1995

Tuesday, April 18, 1995 - - Minneapolis, MN

10: 40 a.m. **Address Northwest Airlines Mechanics & Tour Facility**
Mechanics Bay - Northwest Maintenance Facility
7500 Airline Drive, Minneapolis/St. Paul Airport
Northwest Airlines Hangar #C6
Minneapolis, MN

11:30 a.m. **Tour Northwest's National Aerospace Training Corporation**
2600 Lone Oak Point
Eagan, MN

Wednesday, April 19, 1995 - - Seattle, WA & Portland, OR

9:00 a.m. **Remarks At Boeing 777 Certification Ceremony**
Boeing Field, B-52 Hangar
Seattle, WA

3:30 p.m. **Tour Air Traffic Control Tower**
Portland International Airport
Portland, OR

Thursday, April 20, 1995 - - Portland, OR

11:15 a.m. **Tour and Remarks at Gunderson, Inc.**
4350 NW Front Avenue
Portland, OR

12:45 p.m. **Talgo Demonstration Train Ride with Senator Hatfield and others from Portland to Salem**
Union Station
800 NW 6th St.
Portland, OR

2:00 p.m. **Press Availability with Senator Hatfield, Governor Kitzhaber, and others**
Salem Amtrak Train Station
Salem, OR

Friday, April 21, 1995 - - San Francisco, CA

11:30 a.m. **Tour Air Traffic Control System with other Elected Officials**
San Francisco International Airport

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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
Friday, April 14, 1995

Contact: Wendy Burt
202-366-5037

MEDIA ADVISORY

Secretary of Transportation Federico Peña will travel to the Twin Cities on Tuesday, April 18, for a visit to Northwest Airlines. Secretary Peña will meet with Northwest Airlines mechanics in a maintenance hangar and then discuss airline safety issues at the airline's pilot training and crew resource management facility in Eagan.

Secretary Peña's schedule for Tuesday, April 18, 1995 in the Twin Cities:

10:40 a.m. - 11:20 a.m.	Visit with workers and view operations, accompanied by John Dasburg, Northwest CEO Press availability Northwest maintenance hangar C-6 7500 Airline Drive, Minneapolis-St. Paul Airport
11:30 a.m. - 12:30 p.m	Tour, briefing and safety simulator demonstration Northwest Aerospace Training Corporation (NATCO) 2600 Lone Oak Point, Eagan

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5.46

VIDEOTAPE REMARKS FOR
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
PROFESSIONAL WOMEN CONTROLLERS -- NATIONAL CONFERENCE
KANSAS CITY, MISSOURI -- APRIL 18, 1995

I regret that I am unable to be with you in Kansas City as you "Celebrate"[1] your 17th Annual Conference, but I am delighted to have the opportunity to participate in this way.

Let me begin by expressing my appreciation to each and every one of you for the job you do in providing and supporting air traffic control services. Yours is one of the toughest jobs in transportation, but, it is probably one of the most rewarding professions too. You are all highly specialized employees with the heavy responsibility of maintaining safe skies. Your job is critical to the safety of air travellers -- so every shift you work you do something that really counts.

I also want to congratulate Dawna Vicars Smith, your retiring president who has served since 1993, for ensuring that the Professional Women Controllers organization serves the needs of its members -- and therefore, better serve the nation's air travellers.

Pat Smith, your vice president, and Linda Gordon, Conference Committee Chair, also have worked many hours to build your organization.

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[1]"Celebrate" is the theme of the conference.

During Dawna's presidency, the Professional Women Controllers has become an aggressive advocate of training to prepare its members and -- all employees in the system -- for the future.

I am particularly impressed with the two courses your organization developed -- with the assistance of the Federal Aviation Administration and the Department of Transportation.

One, "Expanding your Influence, a Move Towards Self Direcrtion" was developed with the FAA's Center for Management Development; and two, "Managing Change to Promote a Positive Environment," were developed with DOT and the FAA's Human Resources Management unit. Both courses received positive feedback from members and non-members who participated.

You initiated these courses to focus on the change process, to better equip employees to manage change and to promote understanding of the various styles each of us exhibit when dealing with conflict.

What could be more timely and appropriate in today's environment than for your members to learn how to deal with change?

As you know, DOT is going through very turbulent skies at the moment, and change is the operative word. We are changing our whole organizational structure so that it will operate more efficiently.

We have proposed to Congress to consolidate 10 operating administrations into three: one, the Federal Aviation Administration, two, the Intermodal Transportation Administration, and three, the United States Coast Guard.

Further change at the FAA will involve creating an independent government corporation -- the United States Air Traffic Services Corporation -- for air traffic control functions. The legislation to accomplish this went to Congress last month.

I am convinced this legislation is change for the better. It will give you -- and the other people who keep our air traffic system safe -- the resources and technology needed to handle growing demand, without being constrained by outdated procurement and budgetary rules.

The new corporation will also recognize that your job in air traffic control is different from any in the civilian workforce. You are highly skilled people working around-the-clock shifts, and a corporation will have the flexibility to deal with the needs of all personnel in the organization.

I will leave any discussion of the details of our restructuring proposal to Administrator David Hinson and Monte Belger, who plan to be there in Kansas City with you.

Let me say this: change is always difficult -- maybe unsettling for a short time. Even good change such as we propose for the air traffic control system takes some readjustment.

That's why the Professional Women Controllers' training for dealing with change is visionary, and puts you way out front in preparing for the future. I hope you will contitnue to exercise such vision and enthusiasm for the future.

Your organization emphasizes professionalism, development and accountability. That's a winning combination in any organization.

Thank you very much and good luck at your annual conference.

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5.45.

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
GUADALUPE AREA PROJECT SCHOOL EXPANSION
ST. PAUL, MINNESOTA
APRIL 18, 1995

* **I'd like to thank you for that introduction. I'm happy to join you and Senator Wellstone at this joyous event.**

* **I'm also glad to see Mayor *(Norm)* Coleman and Councilman *(Dave)* Thune here as well. I understand that they've been highly supportive of this school.**

* **I also am pleased to see the state-level support represented by Senator *(Sandy)* Pappas and Representative *(Carlos)* Mariani.**

* **The expansion of the Guadalupe Area Project School that begins today marks more than physical growth. It signifies progress in a community that's making a dramatic comeback -- and it should be a source of pride not only to the students and faculty of Guadalupe, but to the entire neighborhood.**

* **Although there's praise due all around for Guadalupe's achievements, today I'd like to speak to the students of Guadalupe. I'm proud -- as an American and as a Latino -- of what you're accomplishing here.**

* **You've made the commitment to get an education -- and that's the most significant decision you'll ever make for yourselves. It's important for you -- and it's important for our nation.**

* **Nothing is as vital to our nation as building a future for you. For you to have safe, healthy, happy lives will be a greater achievement than all of the skyscrapers or bridges or stadiums that our society builds.**

* **The coming years will bring some of the most important -- and some of the toughest -- challenges of your whole lives. And how you meet those challenges will do a lot to shape your futures -- for better or for worse.**

* **Your future may be beyond your vision, but your future is *not* beyond your control. Because it's not "fate" or "luck" that will determine your destiny, but your own efforts. The lives of people as different as Gloria Estefan, José Canseco, and Congresswoman Lucille Roybal-Allard show this.**

* **We make our own luck, and by attending Guadalupe you have taken the first big step in taking control of your own futures.**

* **The next big step is graduating from Guadalupe, and that may not always seem easy. Sometimes it may be easier to skip school, or to drop out and give up, than**

to go through the day-to-day effort of learning. But it's so important that you stay with it -- and never, *ever* give up. *Never.*

* Because today's world demands that you be well-educated. Years ago you could get a pretty good job without much schooling. But those days are gone, and those jobs are gone with them.

* Today, you have to have good skills to function in a high-tech society -- a high school diploma is the minimum passport to success tomorrow.

* In fact, I'm sure that for some of you a high school diploma is only going to be the next step on a path which leads on to college, and perhaps to law school or medical school or other graduate study.

* And for *all* of you, this time of your lives should be a chance to strive for excellence in everything you do. Whether you're an outstanding scholar, an athlete, or an artist, Guadalupe will let you keep developing your special abilities -- and have a good time while you're at it.

* I say have a good time because I think *all* of you will discover that learning and understanding -- feeling the power of your minds and talents growing -- is something you're going to enjoy.

* **It feels good -- just like it feels good to make a lay-up, to dance well, or to hit the right note when you're singing.**

* **Some of you will do all of these things -- and all of you will do some of them. And when you do, you're going to make the teachers at Guadalupe -- the people of this community -- and your parents and friends -- and all of the people who love you -- very proud.**

* **Congratulations on today's wallbreaking -- and -- *buena suerte en el futuro*!**

# # # # #

Questions & Answers for
THE SECRETARY OF TRANSPORTATION'S VISIT TO
Minneapolis-St. Paul
April 18, 1995

1. Minnesota presently has a number of high priority projects, such as I-35W and I-494 beltway, which are estimated at nearly a billion dollars each to construct. The Twin Cities Metropolitan Council is about to issue a transportation plan that, due to financial constraints, will not include the I-35W, and several other large projects. It is our understanding that the Federal Highway Administration may not be able write a Record of Decision of the I-35W preferred alternative if the project is not in the Transportation Plan, even though we recently approved the EIS. Why does the Plan have to be constrained since it covers a twenty year period and things will change with in that time frame?

- We recognize that these are significant projects for the area. The Statewide Planning and Metropolitan Planning regulations require that the Transportation Plan be financial constrained and meet the Air Quality Conformity Requirements. The Plan should include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue (Federal, State, local, and private).

2. The metropolitan Airports Commission is beginning an Environmental Impact State (EIS) for reconstruction or relocation of the Twin Cities regional airport. How will DOT assure that the new airport will be compatible with existing land uses and transportation facilities?

- FAA will be a joint lead agency on the EIS. FHWA will be a cooperating agency. The environmental regulations require all transportation EIS's to evaluate impacts to regional development including land use and transportation systems. The ISTEA also requires that DOT pay close attention to how people will access the airport since it is a major intermodal facility.

3. The Twin Cities metro area is currently completing EIS's for two major Light Rail Train (LRT) routes. The first is between the downtowns of Minneapolis and St. Paul. The second is between the Minneapolis downtown and Bloomington in the median of I-35W. What provision is being made for connection of the two downtowns with the Twin Cities Regional airport?

- Currently there is no formal plan for connecting the downtowns with the airport. The Hennepin County Regional Rail Authority and others are looking at alternative alignments through the city of Richfield that would connect to the line on I-35W. Another possible alignment is in Minneapolis along Hiawatha Avenue. The EIS highway improvements and LRT in the Hiawatha Avenue corridor were approved by FHWA in 1985.

4. The States of Minnesota and Wisconsin have been working to complete a bridge project near Stillwater, Mn. over the St. Croix River. Is there any special funding available for such a project?

- I understand that this project has been under development for sometime. In fact, the EIS was just signed by the FHWA after significant consultation with the National Park Service, Minnesota and Wisconsin DOTs on removal of the old Bridge at Stillwater which is on the National Register. This demonstrates that a reasonable compromise can be reached when we communicate. As for special funding, the States received an annual apportionment as appropriated by Congress and they decide how to spend the funds. I am not aware of any special funding at this time for construction of this particular project.

5. What future benefits will Intelligent Transportation Systems program have for the motorist?

- New technologies will greatly enhance our capacity to improve the transportation systems for the traveling public. You have Minnesota Guidestar which received ITS America's Coordinating Council's 1995 Special Recognition award this year. There were only three ITS programs to be so honored.

Travlink provides automatic bus tracking and commuter assisted dispatching to improve bus on-time performance on 80 buses. Also it provides real-time transit information to bus commuters with changeable message signs and closed circuit TV at park and ride lots.

The Portable Traffic Management System provides advance traffic surveillance and control at locations for special events such as the State Fair, the Senior Open Golf Classic, the National Soccer Championships.

"Autoscope" is a machine-vision traffic detection device which was developed by the University of Minnesota in cooperation with the private sector and with support from FHWA and the Minnesota Department of Transportation. Using a remote camera, it allows an operator in a control center to place "virtual" detectors on the video image of a roadway or intersection using a mouse and interactive graphics software. Almost any number and configuration of detectors is possible and they can be changed almost instantaneously. A detection signal is generated each time a vehicle crosses a detector on the screen and "Autoscope" is able to analyze the signal to generate traffic data such as volume, speed, occupancy, headways, queue lengths, and vehicle classification. Computer processing of the data allows for sophisticated traffic-flow analysis and management without the limitations of, and with infinitely more flexibility than systems using conventional loop detectors. It has been used for traffic signal and variable message sign control, freeway monitoring and incident detection. It is now being installed around the United States and in several other countries.

The "Portable Traffic Management System" uses the "Autoscope" technology to provide portable advanced traffic surveillance and control at special events. It has been demonstrated at events such as the Minnesota State Fair, the Senior Open Golf Classic, and the National Soccer Championships. It has also proven to substantially reduce traffic congestion and parking lot clearance time during peak shopping days at a major shopping center.

Certainly you have made tremendous strides in improving the transportation infrastructure and I am sure you efforts will continue flourish and benefit the people of Minnesota.

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
NORTHWEST AIRLINES MECHANICS MEETING
MINNEAPOLIS, MINNESOTA
APRIL 18, 1995

* **It's a pleasure to meet you -- the mechanics who keep this airline moving. Your work to make Northwest's planes fly more efficiently and safely is a major reason for Northwest's turnaround, and you should be proud of your contributions to this success.**

* **Northwest's improving health is part of an industry-wide return to prosperity. In the three years before I came to office, U.S. airlines had net losses of more than $10 billion. Almost every major carrier suffered heavy losses, several were shut down, and others were on the verge of bankruptcy.**

* **The industry's recovery began after the Clinton Administration took office in 1993: the major airlines earned operating profits of $1.4 billion that year, and are moving towards long-term prosperity. This recovery is due to three things.**

* **First, the airline industry itself. Airlines have restructured their operations to improve efficiency, and their employees have worked hard to increase service and decrease costs.**

* **Corporate leaders like John Dasburg and employees like yourselves deserve the credit for a remarkable comeback.**

* **The second factor is the American economy's recovery over the same period -- a recovery spurred by President Clinton's policies. He cut the budget deficit by more than $600 billion -- and that's money the government doesn't have to borrow to pay its bills.**

* **Instead, that money is available for businesses to expand their operations -- hiring new employees and buying new equipment. And Americans can use it to afford the new houses and cars and vacations that increase their standard of living.**

* **The lesson is clear: when businesses and people can spend and invest with confidence, the economy booms.**

* **We see that today: more than 6 million jobs have been created in two years -- 2½ times as many as under the previous Administration, and in just half the time. And these are good, high-wage jobs: in manufacturing, in construction, in automaking.**

* **This *isn't* a "quick-fix" recovery: *it's real*, and it sets the stage for continued growth. The core inflation rate is the lowest in 30 years, productivity growth is double that under the previous Administration, and the business investment growth rate is nearly nine times greater.**

* **And -- for the first time in nearly a decade -- the U.S. economy has been ranked as the world's most competitive. *We're on the path to solid, long-term economic growth.***

* **The third factor in the industry's recovery is this Administration's commitment to a strong U.S. airline industry -- and the willingness to take steps to secure it.**

* **Right after taking office, we created the National Commission to Ensure a Strong and Competitive Airline Industry, and have carried out more than 80 percent of its recommendations -- ranging from Global Positioning Satellite Systems to liability reform for general aviation.**

* **We've helped to resolve labor disputes and to promote employee ownership of airlines, preserving jobs and encouraging competition. We've helped to settle disputes over fees between airlines and airports -- to the advantage of both sides.**

* **We've sent Congress legislation to create a new government corporation for air traffic control -- a corporation free from the bureaucratic red tape and inefficiency that costs U.S. airlines $3.6 billion per year today -- and delays the technologies needed to handle growth tomorrow.**

* **And we're fighting to liberate global aviation services -- so that U.S. carriers have a level playing field and the right to provide service around the world.**

* **Earlier this year, we saw a historic milestone on the path to free trade in aviation -- our breakthrough agreement with Canada.**

* **For example, in just two weeks Northwest will be able to fly from here in Minneapolis to Montréal, Calgary, and Vancouver -- with service to Regina/Saskatoon starting two weeks after that. That's the type of accord that's going to benefit both nations and their airlines.**

* **Finally, we held an Airline Safety Conference in January that recommended 173 specific initiatives to ensure safety -- 100 of which will be completed in the next six months.**

* **Working in partnership with the airline industry to enhance safety and sustain the confidence of the traveling public is the single most important thing we can do for the industry's long-term health.**

* **Let me finish by saying that we in the Clinton Administration understand how important the airline industry is to the U.S. economy -- first as a major employer, second as an exporter of services overseas, and finally as a crucial link in our national transportation system.**

* **Over the coming months and years, we look forward to working with industry leaders like John Dasburg and with leading members of Congress like Senator Wellstone to promote this industry's continued prosperity. Thank you.**

# # # # #

5144

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MEETING WITH BOEING MACHINISTS
SEATTLE, WASHINGTON
APRIL 19, 1995

* **I'd like to start by thanking Linda Lanham for arranging this meeting. And I'd like to congratulate you on reaching a milestone with the 777. You -- the men and women who actually built this plane -- deserve the same praise as Phil Condit and the other senior officials here at Boeing.**

* **You should know that, because I understand that this is a day of mixed emotions for many of you. On one hand, you've reached a landmark in a project that's dominated your lives for years. On the other hand, some of you -- or your friends -- are faced with layoffs.**

* **In the other Washington, we're faced with downsizing for the first time. Government-wide, there are more than 100,000 fewer employees than when the Clinton Administration took office -- and the workforce will be reduced by at least another 170,000 more within five years. And that's just the beginning -- not the end -- of downsizing for the federal government.**

* **So, I understand what you're going through, and I don't need to spend much time talking about why this is happening. You know about things like the airline**

industry's financial troubles -- which have only recently started improving.

* **You also know about the competition Boeing faces from subsidized foreign manufacturers -- and how hard it is to move the ball downfield when the playing field isn't level. Understanding these things doesn't make layoffs less painful.**

* **I'm told that Boeing is doing everything *it* can to avoid layoffs -- and to make their impact less painful through retirement packages and other strategies.**

* **And I want you to know that we in the Clinton Administration are doing everything *we* can to support you. I'd like to take a moment to talk about that.**

* **First, we're aggressively looking to give people who lose their jobs the tools they need to start new careers. The Boeing employees who are being laid off have skills and a work ethic that can transfer into new jobs.**

* **One way to do that is through retraining programs. My fellow member of the Cabinet, Secretary of Labor Bob Reich, was here yesterday talking about them, and they're a cornerstone of this Administration's plan to support American workers.**

* **That's why the President has called for tax relief that's focused on education and job training -- things**

which invest in our people. We think that helping working Americans and their families pay for college and job training means more for this country's future than capital gains tax cuts for the wealthy.

* In transportation, we're pushing hard for the new technologies which can make the most of the skills of people like yourselves -- next-generation cars, high-speed rail, and other advances.

* In fact, tomorrow I'm awarding a million dollars to the state of Oregon as it develops a high-speed rail line that ultimately will link Portland with Seattle -- and perhaps beyond.

* Retraining is critical -- but we're also working to *keep* jobs here in the aerospace industry. That's why we've worked to create a level playing field for aerospace manufacturers internationally through free-trade treaties such as GATT -- knowing that Boeing can compete with any other company in the world if they're playing by the same rules.

* Until then, the Clinton Administration is doing everything it can to promote American-built planes. *That's* one of the reasons I went to Saudi Arabia and Taiwan this past year.

* Other members of the Cabinet have made the same commitment. Secretary Ron Brown recently helped to secure a $330 million Boeing order from Air India,

and last week he met with Prime Minister Bhutto of Pakistan, who is considering buying 777s for their national airline.

* We've also taken dramatic steps to revitalize the U.S. airline industry -- whose health is so closely linked to yours. The recovery that began after we took office came about partly because of the airline industry's restructuring of its operations to improve its efficiency.

* It's also occurred partly because of the American economy's recovery -- a recovery spurred by President Clinton's policies, which have already created more than six million jobs with low inflation.

* And it's been driven by this Administration's actions to strengthen the airline industry.

* Right after taking office, we created the National Commission to Ensure a Strong and Competitive Airline Industry -- and have already adopted more than 80 percent of its recommendations, ranging from liability reform for general aviation to legislation creating an independent air traffic control corporation.

* And we're working to open up markets around the world for air passenger and cargo services. We've defended the rights of our carriers under existing agreements -- resisted protectionism and unfair

subsidies -- and fought for access to foreign markets in both multinational and bilateral negotiations.

* **We'll continue these efforts to open up markets for U.S. airlines -- and for U.S. aerospace companies -- because we believe that the aviation industry is not only a source of high-technology, high-wage jobs for American workers -- but a catalyst for global economic growth that can benefit *all* nations.**

* **In a world without barriers, rising demand for travel will provide rising demand for aircraft like the 777 -- and let aircraft manufacturers, suppliers, and airlines prosper together.**

* **That's our goal -- and as we work towards it, we're not going to forget you. Because people who work hard, play fair, and pay taxes deserve a government that listens to them when times aren't so good. That's why I'd like to hear your thoughts and ideas so I can take them back to the *other* Washington.**

# # # # #

5.43

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, April 18, 1995

Contact: Wendy Burt
202-366-5037

MEDIA ADVISORY

Secretary of Transportation Federico Peña will travel to Portland, Oregon for a series of transportation meetings and events on Wednesday, April 19 and Thursday, April 20.

Wednesday, April 19

3:15 p.m. Air Traffic Control Tower tour
Secretary Peña will be joined by former U.S. Transportation Secretary Neil Goldschmidt, who served in the Carter Administration.
Portland International Airport

Thursday, April 20

Secretary Peña will join Sen. Mark Hatfield for:

11:15 a.m. Tour of Gunderson, Inc.
4350 NW Front Avenue
Portland

12:45 p.m. Talgo train demonstration ride from Portland to Salem

2:00 p.m. Press Availability
Salem Amtrak Train Station

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5.42

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
BOEING 777 CERTIFICATION
SEATTLE, WASHINGTON
APRIL 19, 1995

I want to offer my congratulations to the Boeing leaders who are with us today -- Phil Condit and Dale Hougardy. Their vision and daring has given Boeing a plane for the 21st century.

I'd like to take this opportunity to thank two other people whose work has been instrumental in today's event: Val Eggers of the European Joint Airworthiness Authorities and David Hinson of the Federal Aviation Administration.

Their cooperation in accelerating the certification process means that the 777 will be in the air in record time.

I'm delighted to be here today to celebrate another landmark in the Boeing tradition -- *and the American tradition* -- of world leadership in aviation.

I'm also pleased to see so many people from throughout the aviation industry -- Boeing employees, customers, partners, and suppliers. You've made the 777 project's motto -- *"Working Together"* -- a reality. For that, I want you all to give yourselves a round of applause.

This is a very special moment for all of you -- but the pride you feel is shared throughout the nation. We in the Clinton Administration share it -- and welcome the 777's entry into revenue service this June as a great step forward for the aviation industry. We recognize how crucial this industry is to our nation.

(More)

U.S. Department of Transportation
Office of the Secretary, Public Affairs
(202) 366-4570

First, it's critical to our economy -- as a major employer, as our single largest export earner, and as a vital link in our national transportation system.

Second, it's vital to our national security. Even in a time of peace, we must maintain the ability to defend ourselves, and this industry's health is essential to that capability.

That's why we've worked to create a level playing field for aerospace manufacturers internationally through free-trade treaties such as GATT -- knowing that Boeing can compete with any other company in the world if they're playing by the same rules. Until then, the Clinton Administration is doing everything it can to promote American-built planes. That's one of the reasons why I went to Saudi Arabia and to Taiwan this past year.

Other members of the Cabinet have made the same commitment. Secretary Ron Brown recently helped to secure a $330 million Boeing order from Air India, and last week he met with Prime Minister Bhutto of Pakistan, who is considering buying 777s for their national airline.

We've also taken dramatic steps to revitalize the U.S. airline industry -- whose health is so closely linked to yours. From 1990 to '92, U.S. airlines had net losses of more than $10 billion. Almost every major carrier suffered heavy losses, several were shut down, and others were on the verge of bankruptcy.

The industry's recovery began after the Clinton Administration took office: the major airlines earned net income of $450 million in 1993, and are moving towards long-term prosperity.

This came about partly because of the airline industry's restructuring of its operations to cut costs and improve efficiency -- and partly because of the American economy's recovery -- a recovery spurred by President Clinton's policies, which have already created more than six million jobs with low inflation.

But it's also been driven by this Administration's actions to strengthen the airline industry. Right after taking office, we created the National Commission to Ensure a Strong and Competitive Airline Industry. We've already adopted more than 80 percent of its recommendations, ranging from Global Positioning Satellite systems to liability reform for general aviation to legislation creating an independent air traffic control corporation.

An independent ATC system will be freed of the cumbersome federal procurement, personnel, budget and financing restraints that hinder your industry.

(More)

We'll have a more efficient -- and more profitable -- system -- and you'll be able to sell more triple 7s to domestic airlines.

And we're working to open up markets around the world for air passenger and cargo services. We've defended the rights of our carriers under existing agreements -- resisted protectionism and unfair subsidies -- and fought for a level playing field in both multinational and bilateral negotiations. Less than two months ago we entered into a landmark accord with Canada that leads to free trade in aviation services -- and we're negotiating "open skies" agreements with nine European nations. We'll continue these efforts to open up markets for U.S. airlines -- and for U.S. aerospace companies.

We've done all of this because this Administration believes that the aviation industry is not only a source of high-technology, high-wage jobs for American workers -- but a catalyst for global economic growth that can benefit *all* nations.

We've seen a doubling of passenger travel worldwide in just over a decade, and air cargo travel is growing even faster. This vast increase in air travel is a powerful engine of growth for the entire world economy -- and the best way for us to secure this prosperity is to seek a freer, more open aviation order. That's the surest, straightest flightpath towards a world in which hundreds of millions more business people and tourists take wing -- to vacation, to do business, or to ship goods.

In such a world, rising demand for travel will provide rising demand for aircraft like the 777 -- and let aircraft manufacturers, suppliers, and airlines prosper together.

Some say that such a world is impossible. *I* say that it is inevitable.

And surely, those of you here today -- *you* who have cooperated in the decade-long effort to build the world's most innovative plane -- and in doing so reinvented the way planes are built -- *you* will agree with that.

***You* know -- *better than anyone* -- what can be accomplished when people are "working together."**

Thank you -- and, again, congratulations.

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FINAL

5.41

SCRIPT FOR TAPING
9th ANNUAL ACCESS TO THE SKIES CONFERENCE
DENVER, COLORADO
APRIL 20-22, 1995

Good morning.

I'm sorry I can't be with you in Denver for the 9th annual Access to the Skies Conference, but it's a great pleasure for me to greet you in this way.

I want to thank the Paralysis Society of America for all the hard work that goes into making this conference possible.

And, I want to extend a special thank you to PSA's President Richard Grant and the Paralyzed Veterans of America's Executive Director, Gordon Mansfield.

You have a unique opportunity at this conference. In addition to reviewing air access information, you become part of an ongoing forum for communication between travellers with disabilities, airframe manufacturers, air carrier, the federal government and the travel industry.

My message is this: We, at the United States Department of Transportation are very committed and we are moving to implement the Air Carrier Access Act and the Americans with Disabilities Act.

draft #2 *3-23-95*

We want to ensure that 49 million Americans with disabilities have the same access to air travel as any other citizen in America.

Every American, including those with disabilities, should be able to travel in dignity and comfort.

Let me quickly bring you up to date on where we are and where we are going in 1995.

As of year end 1994, about 800 aircraft with 30 or more seats (that's roughly 20 percent of the fleet) were equipped with movable armrests on 50 percent of aisle seats. Most aircraft should have these armrests by the year 2000. Few aircraft below 30 seats have armrests.

Cabin wheelchairs are now provided on most planes with over 59 seats. About 200 new aircraft with over 99 seats have cabin stowage space for a folding wheelchair, and many existing larger aircraft put the wheelchairs in coat closets. Accessible lavatories are required on new twin-aisle aircraft, and about 15 percent are estimated to be equipped today.

Many of you will recall that in 1992 DOT developed a booklet, "New Horizons for the Air Traveller with a Disability," which is intended to help people understand their rights to accessible air travel.

About 40,000 booklets have been mailed to advocacy groups, the air travel industry, and the public. We also distribute a fact sheet summarizing the Air Carrier Access Act regulations.

That's where we are. Now, where do we go from here?

We plan to issue a number of rules improving access to commuter aircraft -- for example, a boarding equipment rule that will enable travellers in wheelchairs to board these smaller aircraft.

We also have to make a decision on priority seating in bulkhead seats for passengers with leg mobility problems, and we will conduct 95 regulatory negotiations on the feasibility of medical oxygen on aircraft.

I am sure that there will be other opportunities in which we can work together to achieve accessibility for travellers with disabilities. I look forward to working with you and your organizations during the year. Meanwhile, good luck with your conference.

Thank you very much.

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5.40

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MEETING WITH DOT EMPLOYEES
PORTLAND, OREGON
APRIL 20, 1995

(Introduction to be made by FHWA Regional Administrator Leon Witman. Attendance should be primarily from FHWA, FRA, FAA, MARAD, and Coast Guard personnel.)

* **Good morning. Before I begin my remarks, I ask you to stand for a moment of silence in memory of those who died in yesterday's bombing in Oklahoma City.**

(Pause)

* **Thank you.**

* **This is a tragedy that hits those of us in this room especially hard, since the FRA and FHWA have offices in Oklahoma City. Thankfully, all of the FRA employees have been accounted for.**

* **14 of the 26 FHWA employees have also been accounted for, although as many as 12 are missing. Search and rescue teams are combing the building, and we still have hope that they'll be found.**

* **We'll be keeping you -- and our employees in all DOT offices --updated as more information becomes available.**

* I thought seriously about cancelling this morning's event, but that would have been wrong.

* That's exactly the type of response wanted by those who carried out this atrocity. They're trying to paralyze us -- not only in Oklahoma City, but across this nation.

* That's the only victory that can be gained from such a cowardly act, and we're not going to let them have it.

* *Yes*, we will increase security where it's needed to protect American lives, and take every precaution to prevent another such tragedy -- but *we will not be imprisoned by fear*, because we are a free people.

* *Yes*, we will -- as President Clinton said -- exact swift, sure, and certain justice -- but *we will not lower ourselves to simple, brutal vengeance*, because we are a people who believe in the rule of law and order.

* And *yes*, we must honor the memory of those who died -- but *we can best do so by continuing our work and serving the nation as best we can* -- because we are a people who will carry on and not be intimidated.

* I've seen many tragedies in my years of public service -- far too many -- but in each of them I've been impressed by the strength that ordinary Americans have shown in extraordinary circumstances.

* **Our sense of community has allowed us to prevail in the past -- and it will in this instance as well.**

* **I ask that you keep the victims of the Oklahoma City bombing and their families in your thoughts and prayers -- and that you continue serving the public as you always have.**

* **And now, I'd like to talk about DOT's restructuring.**

* **We announced our proposal last December, but it really has its roots in the work we began two years ago under Vice President Gore's National Performance Review.**

* **DOT has been in the forefront of that effort -- streamlining procedures, empowering employees, and improving customer service.**

* **This restructuring carries the process of reinventing government beyond making our operations more efficient to asking fundamental questions about what our role should be -- and how best to fulfill it.**

* **In December -- and in subsequent announcements -- we proposed a reorganization that would consolidate our 10 current operating administrations into three: the Federal Aviation Administration, the Coast Guard, and a new Intermodal Transportation Administration.**

* **This common-sense approach will promote <u>better coordination between different forms of transportation</u>, <u>streamline our operations</u>, and give our partners in state and local government and industry <u>one-stop shopping</u>.**

* **Less than two weeks ago, we reached a milestone in this effort. We <u>submitted to Congress the comprehensive legislative proposals necessary to make this reorganization a reality</u>.**

* **This legislation creates a new Intermodal Transportation Administration -- or ITA -- that would include most of the functions currently carried out by <u>five modes: FHWA, FRA, FTA, NHTSA, and MARAD, along with the safety-related responsibilities of RSPA</u>.**

* **Our legislation proposes that the transition to the ITA <u>begin at headquarters in fiscal year '96</u>.**

* **We recognize the <u>value of the close relationships with our customers that you've built in DOT's field offices</u> -- as well as the <u>greater complexity of reorganizing operations in field offices</u>.**

* **That's why we'll do the field transition to the ITA on a longer timetable -- <u>beginning in FY '97</u> -- after the ITS is in place at headquarters.**

* We've also proposed legislation to transfer our air traffic control system to a new government corporation.

* Those of you in the FAA know the personnel, budget, and procurement obstacles that make your jobs so demanding, and that have delayed deployment of new technologies.

* An ATC corporation would free the FAA to focus on the safety, development, and regulation of our air travel system -- and give air traffic controllers the tools they need to handle the massive growth expected over the coming decade.

* The Coast Guard is preparing a proposal for its own internal streamlining to continue its ability to serve and protect the American people -- and I know that Admiral Kramek is committed to building on this service's two centuries of tradition.

* Finally, we're going to change the Office of the Secretary itself -- reducing its size and reengineering it to concentrate on issues that require a department-wide focus -- such as long-term strategic planning and the coordination of safety and technology.

* The fundamental idea behind this downsizing of OST is that those who are closest to the public -- the ITA, the FAA, the Coast Guard, and their field offices --

should have the authority and flexibility to serve the public without excessive review and second-guessing by OST.

* Reducing unnecessary oversight and cutting headquarters and administrative functions will let us focus our resources where they're needed: serving the public on the front lines.

* In December, I said that I wanted us to get back to basics -- our core missions of safety, infrastructure investment, and national security -- and to serve the public more efficiently.

* This reorganization proposal will achieve these goals. We're now in the next phase -- working with Congress to make these changes a reality.

* You -- DOT's employees -- have been critical to the process so far, providing thoughtful comments and suggestions through the restructuring task forces and through calls and faxes.

* We expect you to be involved as much -- *or more* -- in the future, and especially as planning for the field office transition gets underway. I recognize that these uncertain times are challenging, but I also know I can rely on you for your continued advice and support.

* I look forward to working with you to ensure that this restructuring helps all of us to better serve our

customers: the American people. And now, I'd like to hear your thoughts.

# # # # #

5.39

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
HIGH-SPEED RAIL GRANT ANNOUNCEMENT
SALEM, OREGON
APRIL 20, 1995

(Introduction to be made by Governor John Kitzhaber)

* **Thank you, Governor Kitzhaber, for that introduction. It's a pleasure to join you here in Salem this afternoon. Your leadership on transportation and land use issues has helped Oregon to maintain the high quality of life for which it's renowned.**

* **I'm also happy to see Senator Hatfield. Senator, you've been a long-time supporter of the advanced transportation systems America needs for the future -- so it's especially appropriate that you be with us as Oregon takes the first step towards the surface transportation system of the 21st century.**

* **I'd also like to acknowledge the government and business leaders from throughout Oregon who joined us on this afternoon's Talgo train ride from Portland. I had the opportunity to speak with many of them, and was struck by their commitment to making high-speed rail a part of Oregon's transportation future.**

* **Today, we're here to begin doing that. We're awarding a million dollars in federal funds for railroad improvements that will lay the foundation for**

high-speed rail service between Eugene and -- ultimately -- Vancouver, British Columbia.

* This grant demonstrates the Clinton Administration's commitment to passenger rail today -- and to making high-speed rail a central part of our national transportation system tomorrow.

* It's especially appropriate that we're providing these funds just two days before the 25th anniversary of Earth Day -- because, in a state that's so enlightened about the impacts of transportation, high-speed rail will give Oregonians an environmentally-sensitive way to travel.

* This project also shows the importance of partnerships in developing these systems, because the million-dollar federal grant will be leveraged by funds from the State of Oregon and the Portland Terminal Railroad.

* That railroad is owned jointly by the Burlington Northern, Southern Pacific, and Union Pacific railroads. Such cooperation shows that intercity passenger and freight service are fully compatible -- and that our railroads can move both people *and* goods safely *and* efficiently.

* These funds will pay for track and signal improvements near Portland's Union Station. This work will increase the speed, safety, and reliability of

today's AMTRAK trains -- and lay the basis for high-speed rail service in the future.

* Governor, I'm pleased to present you with this check for one million dollars. In this case, we'd be happy for you to spend it *all* in one place.

# # # # #

5.38

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, April 20, 1995

Contact: Wendy Burt
202/366-5565

MEDIA ADVISORY

Continuing the Clinton Administration's effort to reform the nation's air traffic control system, U.S. Transportation Secretary Federico Peña will tour San Francisco International Airport's air traffic control system on Friday, April 21, at 11:30 a.m.

The Clinton Administration has introduced legislation which would form a federal corporation to eliminate cumbersome procurement, personnel and budget problems plaguing the air traffic control system. The current system relies on 1960s technology such as vacuum tubes and Univac computers, when new technology can make air travel safer and more efficient.

This proposal is part of the Clinton Administration's reinventing government effort to make government smaller, smarter and more efficient. The legislation would remove 40,000 jobs from the federal government's payroll and save taxpayers $1.5 billion each year.

WHAT: **Tour Air Traffic Control Tower**

WHEN: **Friday, April 21, 1995, 11:15 a.m.**

WHERE: **San Francisco International Airport**

WHO: **U.S. Transportation Secretary Peña**

Directions: Reporters should use the hallway behind Phillipine Airlines, take the elevator to the 5th floor, transfer to another elevator to the 6th floor FAA tower manager's office.

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5.37

SCRIPT FOR TAPING
9th ANNUAL ACCESS TO THE SKIES CONFERENCE
DENVER, COLORADO
APRIL 20-22, 1995

Good morning.

I'm sorry I can't be with you in Denver for the 9th annual Access to the Skies Conference, but it's a great pleasure for me to greet you in this way.

I want to thank the Paralysis Society of America for all the hard work that goes into making this conference possible.

And, I want to extend a special thank you to PSA's President Richard Grant and the Paralyzed Veterans of America's Executive Director, Gordon Mansfield.

You have a unique opportunity at this conference. In addition to reviewing air access information, you become part of an ongoing forum for communication between travellers with disabilities, airframe manufacturers, air carrier, the federal government and the travel industry.

My message is this: We, at the United States Department of Transportation are <u>very committed</u> and <u>we are moving</u> to implement the Air Carrier Access Act and the Americans with Disabilities Act.

draft #2 *3-23-95*

We want to ensure that 49 million Americans with disabilities have the same access to air travel as any other citizen in America.

Every American, including those with disabilities, should be able to travel in dignity and comfort.

Let me quickly bring you up to date on where we are and where we are going in 1995.

As of year end 1994, about 800 aircraft with 30 or more seats (that's roughly 20 percent of the fleet) were equipped with movable armrests on 50 percent of aisle seats. Most aircraft should have these armrests by the year 2000. Few aircraft below 30 seats have armrests.

Cabin wheelchairs are now provided on most planes with over 59 seats. About 200 new aircraft with over 99 seats have cabin stowage space for a folding wheelchair, and many existing larger aircraft put the wheelchairs in coat closets. Accessible lavatories are required on new twin-aisle aircraft, and about 15 percent are estimated to be equipped today.

Many of you will recall that in 1992 DOT developed a booklet, "New Horizons for the Air Traveller with a Disability," which is intended to help people understand their rights to accessible air travel.

About 40,000 booklets have been mailed to advocacy groups, the air travel industry, and the public. We also distribute a fact sheet summarizing the Air Carrier Access Act regulations.

That's where we are. Now, where do we go from here?

We plan to issue a number of rules improving access to commuter aircraft -- for example, a boarding equipment rule that will enable travellers in wheelchairs to board these smaller aircraft.

We also have to make a decision on priority seating in bulkhead seats for passengers with leg mobility problems, and we will conduct 95 regulatory negotiations on the feasibility of medical oxygen on aircraft.

I am sure that there will be other opportunities in which we can work together to achieve accessibility for travellers with disabilities. I look forward to working with you and your organizations during the year. Meanwhile, good luck with your conference.

Thank you very much.

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5136

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, April 24, 1995

Contact: Wendy Burt
202-366-5037

MEDIA ADVISORY

Secretary of Transportation Federico Peña will travel to Texas on Tuesday, April 25 to attend the dedication ceremony of the Burlington Northern Operations Center, a state-of-the-art, nationwide tracking center, in Fort Worth. Secretary Peña also will speak to the White House Conference on Small Business in Dallas about the Clinton Administration's accomplishments on behalf of small businesses.

On Wednesday, April 26, Secretary Peña will join Vice President Gore for meetings and a tour of an Empowerment Zone in the McAllen area.

Tuesday, April 25 – Dallas-Fort Worth

10:45 a.m. **Burlington Northern Operations Center Dedication Ceremony**
2600 Lou Menk Drive, Fort Worth, Texas

11:15 a.m. **Tour Burlington Northern Operations Center**
2600 Lou Menk Drive, Fort Worth, Texas

1:00 p.m. **Address to the White House Conference on Small Business**
King George Ballroom, Radisson Hotel & Suites
2330 W. Northwest Highway, Dallas, Texas

2:00 p.m. **Press Availability**

Wednesday, April 26 – McAllen area

1:30 p.m. **Tour Empowerment Zone with Vice President Gore**
St. Mary's Sewing Factory
501 South Llano Grande, Edcouch, Texas

2:00 p.m. **Town Hall Meeting with Vice President Gore**
St. Mary's Sewing Factory
510 South Llano Grande, Edcouch, Texas

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5.35

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
BURLINGTON NORTHERN RAILROAD
APRIL 25, 1995
FT. WORTH, TEXAS

We all came here for one reason: it's a proud day for Burlington Northern and for the U.S. rail freight industry. And we wanted to help you celebrate.

Jolene Molitoris was here last week. She knows how much I enjoy visiting air traffic control centers, but she told me I've been looking at the wrong industry to find the best control center.

And from what I've seen, she may be right. This dispatching center is not only a step forward, it's a quantum leap.

This is no knock-off of somebody else's control center. It was custom designed with your dispatchers' help, because they know this business better than anyone.

Three things are important to me:

First, that the technology be used to improve safety. Whether it's rails, or planes, or cars, or trucks, this country must have a safe transportation system. I say that in just about every speech I give, and I can never say it enough.

Since 1992, Burlington Northern has had a 50 percent annual reduction in personal injuries. You now have one of the best safety records in the industry. And with the new control center, you have a new tool to achieve even higher safety standards.

(More)

U.S. Department of Transportation
Office of the Secretary, Public Affairs
(202) 366-4570

Second, I hope you use this place to become even more competitive. The rail industry has made a tremendous comeback in this country. With the economy so strong, we're seeing record rail traffic. It was up 9 percent last year to 1.2 trillion ton-miles. So, I hope you meet your customer's demands and acquire some new business.

Third, I hope you use this place to expand into new areas. In the future, as other nations open their markets, this nation will be exporting more, and rail carriers will help move even more products across the country.

Last year, U.S. exports to Mexico were delivered 90 percent by truck and 10 percent by rail. Imports from Mexico were delivered 82 percent by truck and 18 percent by rail. There's opportunities for rail to be a more important player.

Let me end on this. We have the world's greatest transportation system. One of the things I enjoy most about my job is seeing new transportation developments and products throughout the country.

I've visited Detroit to see the high-quality cars. Last week, I was in Seattle seeing Boeing's impressive new aircraft. In February, I was in Denver, cutting the ribbon on the new airport.

We have the most advanced, state-of-the-art technology in this country, and I'm glad to be here to celebrate its newest addition.

Thanks and best of luck with the facility.

# # # #

FINAL

5/34

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
WHITE HOUSE CONFERENCE ON SMALL BUSINESS
APRIL 25, 1995
DALLAS, TEXAS

Thank you Brian (Greenspun), and good afternoon to all of you.

Brian read a whole list, but I think what makes me most qualified to be here is that after I left the Mayor's office I started my own business ... we started with five people ... we put money into it ourselves and we raised private capital ... we incurred many a legal fee. So, I know the headaches, and I know the costs.

It's great to be home. I always look forward to coming to Texas. Tomorrow, I'll be in Weslaco, which isn't too far from where I grew up in Brownsville.

FINAL

I understand we also have representatives here from the President's home state, Arkansas ... and Louisiana ... and New Mexico ... and Oklahoma.

Where are the Oklahomans? Thank you for the extraordinary effort your state has done. I was with the President in Oklahoma City for the memorial service for the federal employees killed in the bombing. We unfortunately lost some people from the Federal Highway Administration.

In my job as Secretary of Transportation, I've had to visit some terrible tragedies. What always strikes me, is how unexpected tragedy brings out the good in people. There are many heroes and heroines there.

Our survivors had one request. They wanted to go back to work. We found them temporary space, and they're open for business, building the greatest

highway system in America -- again. Is that the epitome of public servants?

#

Well, I was in Ft. Worth this morning. I helped cut a ribbon on a Burlington Northern facility. It's the railroad's version of an air traffic control center, where they track their cars throughout the country.

Of course, I asked the question: how much of the new center was built by <u>small</u> business men and women?

And the answer didn't surprise me. "A very <u>large</u> chunk."

I see that wherever I travel in the country. In February, we opened the Denver International Airport,

the world's best, and 20 percent of that facility was done by small and disadvantaged businesses.

Or look at the airline industry. Since I've been Transportation Secretary, we've licensed 58 new airlines to start up. Many of them start with one or two planes -- maybe 100 employees. But they're competitive.

Today I want to spend most of my time talking about small businesses. But before I do that, let me talk <u>first</u>, about the <u>economy</u> and <u>Washington</u>, and then <u>second</u>, I'll proceed to small businesses.

The reason I want to start with the economy is the best thing the President can do for business (of any size) is to maintain a <u>strong</u> economy.

In the last two years, this country has created 6 million new jobs -- more jobs than Japan, Canada, Italy,

Germany, France, and Britain -- combined. And more than 90 percent of these new jobs were created by the private sector -- no, they weren't government jobs.

What's been miraculous is we've created these jobs, and kept it a secret! Nobody knows, which is very frustrating for us in public office.

Along with low unemployment, we have low inflation ... and the budget deficit is down ... productivity is up ... business incorporations are up ... business investment is up ... our exports are rising, and we see more medium and small businesses looking to export. The government is opening an office in Dallas this summer to provide assistance to those who want to export. I can tell you there isn't a Cabinet member not doing everything he or she can to promote American products and services abroad.

FINAL

Change is definitely in the air in Washington. Lots of ideas are being thrown around by Republicans and Democrats. Many are good ones.

Cutting the size of government is a great idea. Everybody is for that. We started it two years ago. There are 100,000 fewer government employees than there were two years ago, and downsizing has only begun. In the budget that's already been adopted, we'll have 270,000 fewer employees.

At Transportation, by the end of this fiscal year, I'll have about 5,300 fewer workers than I did the day I walked in.

So, when we have all this <u>good</u> economic news, and we're seeing Washington change -- <u>finally</u>, why do we need a conference like this?

FINAL

We believe our job isn't done. Things aren't perfect for you -- not by any stretch. If they were, you wouldn't be here.

We've asked for your input -- what is on your minds, what you need from Washington? I've seen what you've been discussing this morning -- capital formation, international trade, taxes, regulatory reform.

So, I want to spend the rest of my time on some of your concerns, telling you what we're doing. Then I'll open it up to questions.

Let's start with the Small Business Administration. Last year, it made twice as many loans to small businesses in the south, than in any succeeding year -- ever. Some 11,000 businesses here received $2 billion.

And they're trying to work more efficiently. They've streamlined the loan application process, so instead of filling out 28 pages, you fill out one.

Or let's look at regulatory reform. I've sent to Congress legislation to create a new government corporation for air traffic control -- a corporation free from the bureaucratic red tape and inefficiency that costs airlines billions annually and delays the technologies needed to handle growth.

Or let's look at taxes. As a former Mayor, I know a lot can be done with the tax code to encourage businesses to invest. Two years ago, we gave 90 percent of small businesses a tax cut by increasing the expensing provisions. So if you invest in new equipment, you're getting a break.

FINAL

A few weeks ago, the Congress passed and the President signed the extension of the health care deduction, so that the self-employed could deduct 25 percent of their health insurance premiums when they paid their taxes on April 15.

What I hear more than anything else is: "we need capital." When I came to Transportation, sure enough, I found we had a short-term lending program. We had it for years, but not enough people were using it.

Why? Because they didn't know the program existed .... or they didn't know how to apply ... or the paperwork was too complicated.

Whatever the reason, I said if we're going to have a program, let's make it work. We went from lending about $1 million in 1992 ... to about $7 million last year ... and this year it's projected to be $12 million.

Probably the second biggest complaint I hear at Transportation is bonding. People can't get the bonding needed to contract with the government -- be it local, or state, or whatever.

Sure enough, we had a program established to help in that area, too. We could have done $12 million in bonds at any given time, but between 1988 and 1993, we made only $3 million in total.

And sure enough it was the same excuses. I could almost hear an echo when they told me. They didn't know the program existed .... or they didn't know how to apply ... and on down the line.

So, we set up some pilot bonding programs, where we have the surety company working directly with the state and local agency. And we went from $3 million in what was then the lifetime of the project ... to $10

million in '94 ... and we hope to exceed $20 million this year.

But big numbers don't tell the story. It's the little numbers and the people behind them that count.

There's a construction company owner in Texas who is now doing a land office business, because of the program. He received his first million dollar contract to do work on excavation and pouring concrete curbs and gutters for the state. He hired 16 new people as a result.

There's another Texas company that doubled its work force in the construction trade since it received its first bond last year.

I could rattle off a long list of other things we're trying to do at Transportation.

Like, trying to improve communications, so we have an electronic docket and bulletin board ... we have toll-free hotlines ... we even send information to late-night trucker talk shows. Anything to get the word out.

And although she's not here today, some of you may know Luz Hopewell, who oversees our Office of Small and Disadvantaged Business Utilization. And if you <u>don't</u> know her, you should <u>get to know her</u>.

She put on a conference in San Antonio to teach small businesses about our procurement process. And she's going to be holding several more throughout the country.

One of the things they do is make on-the-spot buys -- of up to $25,000. That's why you should get to know her.

FINAL

Although this conference is about small businesses, I want to mention one other thing. The President also is concerned about creating jobs in areas that aren't doing very well. So he created empowerment zones and enterprise communities to offer incentives to invest in these areas.

One of these is here in the south. In fact, that's why I'm headed to Weslaco tomorrow, to visit an enterprise zone with the Vice President and Agriculture Secretary Glickman.

Let me end by getting straight to the bottom line. In 1994, small and small disadvantaged-owned firms received 55 percent of our direct procurement dollars at Transportation. <u>55 percent</u>. That comes to $1.3 billion.

The law requires us to provide 20 percent. My goal is 30 percent for the Department. But they achieved 55 percent.

I didn't learn that figure just yesterday, as I was preparing to be here. I know that figure. It's in my head. And I know others like it, because once a week I ask to see a report on our procurement practices for small businesses.

Why do I ask for it? Because I believe some of the best work in this country goes on at small businesses. Where the person who picks up the phone also may be the owner and is probably in hock up to here after starting the business.

Lloyd Bentsen likes to say he never met a Texan who didn't owe money to somebody.

But I'll tell you -- those people will work their hearts out for you.

I'd be one terrible manager if I didn't insist we in public service find the best people in the private sector. You and I know you often find them in small businesses, right?

Thank you very much, and I'd be glad to answer your questions.

# # # #

5.33

Federico Peña
Talking Points for Empowerment Zone Tour
Edcouch, TX ,
April 26, 1995

draft 1 -- prepared by Ilene

-- Glad to be home ... glad to show the Vice President and Secretary Glickman the growth in the Valley. The growth doesn't surprise me. And we've only just begun. Wait until you see the potential with the Empowerment Zone.

-- I have one very simple message today: we want to work <u>together</u> to implement your blue print.

-- Transportation will play a key role. You'll need new systems. But to make it work, when we decide what and where to build, and what services to provide, all of you need to be <u>at the table</u>.

-- Having been a mayor, having watched an airport be built -- I can tell you from that experience, if the community isn't behind you from the start and every step of the way, your project won't work.

-- You need to be at table:

-- first, because you're the ones who will be affected by what we build.

-- second, the law wants you there. In 1991, a law was put into effect that called on the State of Texas to invite more local leaders and transportation planners to work with them on what needs should be met and on what timeframe.

-- So far, I hear good reports. I understand Texas transportation officials are working closely with you. I hear they're even thinking of putting up state signs that say: "YOU ARE ENTERING AN EMPOWERMENT ZONE." That's an excellent idea. Take pride in what we're doing here.

-- As we work together, let's also think about the community on the other side of the border. The biggest mistake we could make is to stop our work and planning efforts at the border. The President and the Vice President fought hard for NAFTA. So did Lloyd Bentsen -- he knows what it will mean to the Valley. We'll see a tremendous growth in trade.

-- I initiated meetings with my Mexican counterparts to develop initiatives for improving transportation conditions and efficiencies for people and goods moving back and forth.

-- So, let's work together -- Washington and the Valley -- and let's think about the Mexicans as we plan the future.

-30-

J.32

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MEMORIAL SERVICE
WASHINGTON D.C.
APRIL 27, 1995

draft 4 -- 7 minutes (by Ilene)

This has been a painful eight days.

I was in Portland when I heard the horrible news.

I'm sure many of you shared the same first thoughts I had. You want to know why: Why the children? Why the public servants? And what about our people, our colleagues, our friends? Your heart sinks, but you hope and you pray for the best.

Then on Sunday, Rodney and I went to the Memorial Service in Oklahoma City with the President and the First Lady. And afterwards we gathered at the First Christian Church to spend some quiet moments with the DOT employees and their families.

There is not much you can do. I tried to comfort them. I hugged them. I told them they weren't grieving alone. We shared their anguish.

And then I went to the site. All of you have seen the grim pictures. Words could never describe the enormity of destruction. I just kept wondering -- how could anyone have so much <u>hate</u> to do something so <u>evil</u>?

But there was good, too. The rescue workers -- we can never thank them enough. As the First Lady said, most people are good people.

I know we have our daughters here today. I have two little girls at home. They're only three and five years old -- or else I would have brought them with me to work.

I want you to know the hardest part of Sunday was after all the grown-ups were done asking all their questions, a little girl asked me hers: Are you going to find my daddy?"

#

Sunday's service was for the <u>family members</u>. Here in Washington, we're miles away, yet our feelings draw us so much closer.

We can share in their sorrow, because we're part of a larger <u>family</u> -- the Department of Transportation family.

This isn't just a week to mourn, this is our week to build anew -- so we can go about our business.

As bad as things are, my spirits were lifted last Thursday, one day after the terrible tragedy.

Our people in Oklahoma City had a meeting, and they had but one request: they wanted to go back to work.

And that's not surprising, because the people of the Federal Highway Administration <u>built</u> the world's greatest highways, so millions of Americans can go about their business everyday.

So as of Monday, a new Oklahoma office of the Federal Highway Administration opened for business, serving the American people who count on us everyday.

I know how much you want to help, because that's what family members do for one another.

I heard a wonderful story. The other day, Lt. Dave Littlejohn of the Coast Guard brought in hundreds of cut tulips. Volunteers asked for donations, and they raised more than $3,000. Lt. Littlejohn doesn't know anyone in Oklahoma City -- he just has that old-fashioned American quality: <u>he cares</u>.

We all care. So I want to announce today that we have set up a Department of Transportation/Federal Highway Administration Memorial fund so all of us can donate money to the Transportation employees and their families. And that includes our FAA employees in Oklahoma City who lost loved ones in the bombing.

I made one request to the people who organized the fund: I wanted to be <u>first</u> to make a donation.

What more can we do for the good people of Oklahoma?

We must honor those who survived; we must remember those who didn't; we must keep praying for those still missing; and, I believe, we must thank everyone of them for teaching Americans the value of public service.

Americans were reminded: federal employees are good and decent people who work hard everyday to maintain a safe and efficient transportation system on land, and sea, and in the air.

I know the character of federal workers. The ones we lost, they'd want to know: did we make a difference?

They did. As the President said on Sunday, "They served us well and we are grateful."

Thank you, and now I'd like to introduce Federal Highway Administrator Rodney Slater.

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5.31

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
NATIONAL FOUNDATION FOR WOMEN LEGISLATORS, INC.
WASHINGTON, D.C.
APRIL 28, 1995

(Introduction to be made by Leslie Whiting Johnson, President, National Foundation for Women Legislators, Inc.[1])

Thank you, Leslie, for that introduction. I also want to thank Bonnie Sue Cooper and the Board of the National Foundation for Women Legislators for inviting me to speak today.

I'd also like to acknowledge the work that Robin Read has done -- both as President of the Foundation and as Executive Director of the National Order of Women Legislators.

And I want to say how happy I am to see your Foundation Director, Dorothy Rupert -- from my home state of Colorado -- here with us today.

Before I begin my formal remarks, I want to say that, as a Coloradan, I'm proud that it was *my* home state which, a century ago, was the first to elect a woman to its legislature.

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[1] Bonnie Sue Cooper, the Foundation's Board chair, may do the introduction instead.

FINAL

Like President Clinton, I understand the importance of equality of opportunity. Not just because it is right, but because we can't do without the talents and skills of half of our population.

This Administration has ensured that women and others who, in the past, may not have had full opportunity to contribute to public life can now do so.

Both the National Foundation for Women Legislators and the National Order of Women Legislators have been working towards that goal for many years -- preparing women legislators for leadership and promoting a spirit of cooperation among women lawmakers.

I applaud your work encouraging women to enter public service, and strongly support your continuing efforts to broaden participation in our governmental system.

Today, I'd like to talk about a subject that affects all of you in your roles as legislators: the proposed restructuring of federal transportation programs.

We're going through a period of change in government -- at the federal, the state, and the local levels.

At its most basic level, this change is being driven by a popular desire for government that's more responsive and more efficient.

FINAL

I've long been a believer that you've got to get out in front of change -- or be run over by it. That's why I've been pushing for fundamental change in transportation.

A lot of media attention recently has focused on the conclusion of the Contract With America's Hundred Days.

Well, Speaker Gingrich and his troops aren't the only ones who've been busy over the last hundred days.

The Clinton Administration has been quietly moving ahead with detailed plans to achieve *real* change -- the specific steps to reform government so that it not only costs less *but* also works better.

Not the least of these initiatives is in transportation.

Three weeks ago, we sent to Congress a comprehensive series of proposals that -- together -- would revolutionize transportation in America.

That included legislation to reorganize the Department of Transportation and create an air traffic control corporation, as well as a statement of principles for reforming transportation funding programs.

Last December, I joined President Clinton and Vice President Gore in announcing a historic modernization of the Department of Transportation.

FINAL

Restructuring carries forward the commitment to positive change that the President began two years ago.

DOT has been a leader in this effort -- cutting our civilian work force by more than seven percent to date, racking up savings of more than $260 million a year in personnel costs alone.

At the same time, we've improved customer service through automation and by streamlining procedures and regulations.

But we recognize that this still won't be enough to meet the challenges we face: a deteriorating infrastructure, demands for greater capacity and greater efficiency, and limited federal funding.

The problems start with DOT's organizational structure: 10 *separate* operating administrations.

This antiquated structure hinders our ability to develop creative partnerships, to make strategic transportation investments, and to fashion innovative financing mechanisms to fill our nation's infrastructure deficit.

The reorganization legislation we proposed would address that by consolidating DOT's 10 agencies into just three:

the Coast Guard;

a revamped Federal Aviation Administration, with the responsibility for air traffic control services assigned to an independent government corporation;

and a new Intermodal Transportation Administration that would integrate all of our surface transportation and civilian maritime functions.

Consolidating our operating agencies also enables us to streamline the Office of the Secretary of Transportation -- make it smaller and focus it on issues such as strategic planning and policy. Our proposal achieves three key results:

First, it repositions DOT to help develop the transportation system of the 21st century -- one that promotes intermodalism -- to increase efficiency and to create a seamless transportation system.

For example, the creation of an air traffic services corporation will let us deploy resources without the red tape that now costs airlines more than $3 billion annually today -- and that delays the new technologies that will help us to meet tomorrow's demand.

This restructuring is essential if we're going to make the most of our transportation infrastructure in an era of limited new construction and limited resources.

Second, the reorganization will help us to better serve our customers in state and local government by giving

them one-stop shopping. We now have multiple agencies with overlapping concerns.

This fragmentation and duplication creates inconsistencies and a lack of coordination that wastes time and frustrates our customers. Integrating *all* of the surface transportation agencies into the new ITA will end this frustration.

Third, this reorganization helps us find the ways to responsibly and strategically reduce DOT's size -- saving the taxpayers money.

It eliminates the duplication and incompatibility that comes from having 10 separate agencies -- each with its own personnel office, its own procurement department, and so on.

This will help us to meet our commitment to reduce our workforce by 12 percent -- and achieve a 50 percent cut in back-office administrative staff -- while protecting those who are serving our customers on the front lines.

Over five years, the reorganization will save more than $2 billion -- in large part because of the administrative changes we've proposed -- while improving service.

I also want to speak about our statement of principles for the reform of transportation funding programs, which is not legislation -- but which lays the foundation for it.

FINAL

Today, we now have more than 30 different programs for transportation infrastructure alone -- each with its own rigid rules, applications, and criteria.

That places an unacceptable burden on state and local governments -- especially as they struggle to make the most of increasingly-limited federal funds.

We propose to reform this system. Our principles -- consolidation of the more than 30 infrastructure funding programs, simplification of their requirements, and increased flexibility and authority for states and localities to determine which projects should receive federal funding -- are the basis of sensible reform.

Our statement of principles elaborates on the concepts we announced in December and responds to concerns raised since then by our customers. These principles should begin a dialogue with Congress that will lead to legislation.

The legislation we've submitted to Congress and our statement of principles is what we need if we're to be more than just budget-cutters and dismantlers -- but rather the makers of a government that better serves the American people.

In closing, let me reiterate that our restructuring plan will make us more effective and more efficient and let us -- and our partners -- spend more time moving people and

less time moving paper -- building bridges, not bureaucracy.

Its elements -- cutting bureaucracy and red tape, reforming programs, empowering states and localities -- are at the heart of this Administration's effort to reinvent government.

Over the coming months, we look forward to working with Congress and with our partners in state and local government as we continue to develop transportation systems for America's future.

And now, I'd like to hear *your* thoughts on these matters.

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J.30

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, April 28, 1995

Contact: Ronda Jackson
202-366-5565

MEDIA ADVISORY

Secretary of Transportation Federico Peña will deliver the commencement address at the Florida International University on Monday, May 1, at the Miami Arena in Miami, Fla. Secretary Peña will speak about the Clinton Administration's commitment to education.

WHO:	**Secretary of Transportation Federico Peña**
WHAT:	**Commencement address**
WHEN:	**2 p.m. Monday, May 1, 1995**
WHERE:	**Miami Arena 701 Arena Boulevard Miami, Florida**
NOTE:	**A press availability will immediately follow the Secretary's remarks in the press lounge on the first floor of the arena at approximately 3 p.m.**

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