T-29

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
FLORIDA INTERNATIONAL UNIVERSITY
MIAMI, FLORIDA
MAY 1, 1995

Dr. Maidique, fellow honorees, members of the board, faculty, parents, and graduates of the Florida International class of 1995.

Congratulations. This is your day. I am honored you asked me to share it with you.

Last month, we shared another experience -- the NCAA tournament. Both our teams had the misfortune of playing UCLA. Your beloved Panthers lost to them in the first round and Arkansas lost to them in the last round.

It's not that I've always been an Arkansas fan, mind you, but working for President Clinton certainly helps make you one!

What amazes me about Florida International is how a school so young -- 23 years old -- could have achieved so much.

One reason this university works so well, I believe, is the "I" in FIU: international. You live every day in what our rapidly changing global economy will look like -- people of all backgrounds, of all ages, from around our country and around the world, coming together, to create opportunities.

Now, the only thing standing between you and your diplomas is me, so I promise to be brief.

(More)

I'd like to talk about change, and how change in the new global economy and in our government will affect you.

It's a far different world today than when I graduated. And it will be far more different when my two young daughters graduate in the second decade of the 21st century. The world is getting smaller, as technology makes communication around the world faster, less expensive, and more widely available.

And the world is becoming one giant market. In just the two years I've been in Washington, there have been more than 70 trade agreements signed between the United States and our trading partners, opening and expanding new markets for U.S. goods and services.

In 1993, we signed the North American Free Trade Agreement, and as a result last year we did $1 billion a week in trade between the U.S. and Mexico. When I graduated college, it was $1 billion every 10 weeks.

We signed the Uruguay Round of GATT with more than 100 nations, which will cut foreign tariffs on our manufacturing products and open new markets in services, such as engineering and construction.

I was here in Miami with the President last December for the Summit of the Americas. All the democratic leaders in this hemisphere agreed that within 10 years, our entire hemisphere will be a free trade zone. This will be a market of 900 million consumers. So, 15 years from now, the U.S. could be selling as much to Latin America as we do to Europe and Japan -- combined. Think about that, and the opportunities it will bring to south Florida.

In the United States, we used to see a new industry created every generation or so, many of them for transportation purposes. The railroad in one generation; the automobile, in one; the commercial airlines industry a generation later.

Today we see new industries created every decade. Who ever heard of biotechnology 20 years ago? Now, there are 700 biotech companies. Or who ever heard of the Internet? Now, the Internet has double-digit growth, every month.

In the next decade, 300 million more passengers will fly in the United States. I know the importance of travel and tourism to this city.

We've seen 6 million new jobs created in the last two years in this country. After today's graduation, I hope we'll have 6 million -- and 1,800 new jobs!

(More)

I tell you all this, because you're our country's new workforce. You're the ones who will create for the companies competing around the world all this business.

If I headed a new company that wanted to take advantage of trade in the hemisphere and to export its products to South America or Mexico I would want someone to work with those countries who knew the language and culture. Where would I go to hire? I'd start by looking at FIU grads.

In the New York Times, recently there was an article about how diversity pays off at large corporations. It said that when "Allied Signal last fall won a $20 million to $30 million contract to supply brakes and wheels, the customer -- China Eastern Airlines -- said Allied's negotiating team of Chinese-Americans, fluent in both language and technology, won the day over a French-led joint venture."

I believe that our strength as a nation is our diversity. I see it everyday when I conduct international aviation agreements with countries around the world. Your strength is also that college degree and the knowledge and skills it represents.

The President and I believe the most important job of government is to give people the tools they need to succeed in the changing global economy. As we approach the 21st century, education is the vehicle that ensures that America not only grows, but that we grow -- together -- as one people.

But let me tell you what concerns me. In the last 15 years, the best educated Americans have done rather well. But about 60 percent of Americans, those without college degrees, are working harder for the same or lower wages. The President wants to expand opportunities for all our people, and for their sons and daughters.

He's not alone. Last year and the year before, every piece of legislation we passed for education had the support of both parties. This has not been a partisan political issue, and we dare not let it become one.

In the last two years, we dramatically expanded the availability of affordable college loans, with better repayment terms. In fact, there are 500,000 Floridians, your age or a little younger, who can take advantage of it.

We created a national service program to give students a chance to earn money for college while working in their communities.

We helped states establish apprenticeship programs for students not bound for four-year colleges. And we expanded Head Start, so millions of pre-schoolers can get a solid education in their early years.

(More)

And the President believes that, if we can do it without adding to the budget deficit, we ought to give people a tax deduction for the cost of education.

But I want you to know there are some in the Congress who want to eliminate these educational tools and in effect say to you and your younger brothers and sisters: "You're on your own. Good luck in getting a college education." I disagree because I believe the government can play an appropriate role in getting students a good college education.

Let me end my comments today with a personal challenge to each of you.

When you leave here and get your first job, that probably won't be your last job. Most Americans will change jobs seven times in their lifetime. Look at Michael Jordan, he's already on his third job.

In every job I've held, I've learned that I can make a difference. That I can help change the world. Now, it's your turn. It's your turn to take on the responsibility of making our country better and more competitive in a global economy.

It's your turn to realize the possibilities of our great country, and pass the best of America from generation to generation, so that those who come after you can succeed as you will.

It is an enormous responsibility, but your country needs you now more than ever. Unfortunately, there are some who want to divide our nation, using issues like immigration; affirmative action; and even the literal destruction of that which is good about government, which cares for those who are being left behind. We saw that in Oklahoma City.

I urge you to become engaged in these challenges of our times -- now. I also want to tell the parents in the audience today how much we value what they have done to help their sons and daughters graduate today. Ultimately, it's not the government institutions that educate our children, it is parents who educate their sons and daughters.

Lastly, to the graduates ... today you celebrate and should be rightfully proud. But tomorrow, is your day of challenge.

Seize it and make your country a better place and our world a more peaceful community. Thank you.

# # # # #

3-19

U.S. Department of Transportation

News:

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

May 2, 1995
FOR IMMEDIATE RELEASE

CONTACT: Jim Cullinan
202 366-5563

PEÑA STATEMENT ON DIA ANNOUNCEMENT

The Department of Transportation recognizes that the new Denver International Airport, the nation's sixth busiest airport, cannot open without an operational baggage system. To do so would create inconvenience and delay for the travelling public, the airlines, and for the entire national air transportation system. DIA is otherwise ready to go and we look forward to its opening.

The Federal Aviation Administration has been in regular contact with Denver officials throughout the construction phase. In light of today's announcement, the City has proposed a special briefing for senior FAA officials on the status of DIA, on the specific plans for solving the baggage system problem, on financial plans during the interim, and on proposals to work with concessionaires, particularly small and DBE businesses who are at risk. City officials have also notified DOT that they will not be seeking Federal funds to handle this interim delay.

The Federal Government made a major investment in DIA because of its positive impact on reducing nation-wide delays, and on saving operating costs in Denver and around the country. Those who have toured DIA know that it is a world-class facility, one the entire country can be proud of. We will continue to work with the City to assure that this important addition to the national aviation system will provide the increased capacity and decreased costs originally planned and which we are confident will be realized.

5128

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
BOYS AND GIRLS CLUB
WASHINGTON
MAY 3, 1995

draft 1 -- (2.5 minutes) prepared by Ilene

Thanks for the kind words, and the honor. I appreciate this.

When I was Mayor of Denver I participated in club activities. I saw first-hand the admirable work they did, to provide youngsters with useful options so they wouldn't drop out of school ... or join gangs ... or be influenced by bad options that surround them. Instead they would become success stories.

I'd like to make two points.

First, to the donors -- your donations are needed more than ever.

On Monday, I gave a commencement address at Florida International, and I talked about the President's education agenda. The audience was college students and their parents, but when I talked about Head Start -- about helping our youngest in society -- they applauded the loudest.

And when the children grow and become teenagers -- that's the critical period when they can be influenced by both the positive and the negative. Your donations are offering them the positive path.

Second, to the youngsters. We have about 10 of you here -- where are you? Stand up. Look around -- there are 600 people who care very much about you. They're helping you, but they're really helping you help yourselves.

So, tonight, I challenge you to find your own path to success ... to participate in the activities ... to get your friends involved ... and if you have something real hot going on one night, give me a call, too. I'd like to come.

Thank you.

# # # #

5.27

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
HISPANIC ASSOCIATION OF COLLEGES AND UNIVERSITIES
MAY 3, 1995

draft 1 -- (by Ilene)

- **Thanks, Laudelina (Martinez). Admire progress in turning HACU into a mainstream organization.**

- **Graduated from UT, part of HSI -- important to Texas Hispanic community. Also produced Henry Cisneros, from Texas A&M.**

- **Have Hispanics throughout Administration: George Munoz, Treasury; Norma Cantu, Education; Edmundo Gonzales and Maria Echeverte, Labor; Fernando Torren-Gil, HHS.**

- **Want to discuss three things:**

  1) progress we're making at Transportation with regard to Hispanics

2) opportunities opening up because of the President's agenda

3) offer a challenge to produce students we'll need in the future in transportation field.

<u>First, Transportation.</u>

- Staff in senior positions.
- 22 interns coming this summer to DOT. Wish it were <u>more</u>. Important not only because they are on-the-job, but because they see other successful Hispanics.
- Last year, $100,000 grants to 8 Hispanic serving institutions (California State; City College of NY; Miami-Dade; Delmar College; Texas A&M; U of Puerto Rico; U of T, El Paso; U of New Mexico)
- FTA negotiating with HACU for a $300,000 grant to advise students on transportation careers.

- FAA is holding a symposium for 15 HSI's to identify opportunities for research grants this week.
- Fedix Molis Program -- a data base run out of Energy, DOT has cataloged dollars available for universities.
- Bottom line: contracts
  - -- DOT, for small business: Law, 20%; goal, 30%; achieved 55% -- of 55%, ___ went to Hispanic owned
  - -- FHWA, gives money to states to build highways: 23% went to Hispanic-owned businesses last year (Suspect some may be HACU board members or advisors; if not get them on your board!)

Second, the President's Agenda

- **Trade in hemisphere**

  -- **NAFTA ($1 billion a week with Mexico)**

  -- **Summit of America (in 10 years, free trade zone; in 15 years, more trade with Latin America than Europe and Japan combined; exports to Latin America jumped from $30 billion in mid-'80s to $90 billion in '94, creating 600,000 new jobs**

  -- **Transportation Ministers**

  -- **NYT Article: diversity pay-off**

  -- **Message at FIU: if I were a CEO, would want to take advantage of culture, and recruit**

- **Empowerment and Enterprise Zones**

  -- **9 enterprise, 3 rural (1 in Valley)**

-- $2.5 billion in tax incentives; $1.3 billion in grants

-- VP visit

-- sewing factory in Edcouch, Texas

-- Pan American, UT Brownsville

- Minimum Wage

  -- Positive: jobs being creating. Hispanic unemployment 9.9% last year.

  -- Problem: 60% of American earnings haven't kept up in last 15 years (those <u>without</u> college degrees)

  -- Hispanics more likely than blacks or whites to have hourly earnings at or below the minimum wage.

Third, Challenge

- In transportation -- always looking to the future

  -- DIA

  -- 777

  -- cars: 3 times more fuel efficient than today

  -- highway surfaces: goal -- no potholes

  -- integrate highway, air, rail, and marine system

- If that's what we'll build, need graduates with new skills to build them. Can spot trends on the types of graduates we'll need:

  -- chemical engineers -- focus on advanced materials

  -- structural engineers -- using new materials in building everything from roads, bridges, and vehicles, to making next generation aircraft more efficient

-- computer scientists -- (e.g. border crossings)

-- psychologists, behavioral scientists -- study human factors more (e.g. truck drivers)

-- statisticians

- 10 years ago, took more conventional route in transportation, using conventional materials. Today, taking things from DOD, and that will increase our needs for these types of graduates.
- Challenge: produce curriculums ... attract students ... place them in the Boeings, in Detroit ... or have them start their own businesses.
- Questions

####

Second, re-inventing government

- The President and Vice President started the lead (actually corporate America started lead; glad to have Republicans joining in.)
- 300 programs axed
- 100,000 positions eliminated; 272,000; smallest since JFK
- Empowerment Zones; enterprise zones
  -- VP visit to Valley

Third, DOT

- Consolidation
- Unification
- Reduction
- ATC Reform

Fourth, future challenges:

- **safety**
- **partnerships**
- **role of technology**

Questions

# # # #

5.25

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
YOUNG PRESIDENTS ORGANIZATION
WASHINGTON
MAY 3, 1995

draft 1 -- (by Ilene)

- Keep informal. Leave plenty of time for questions.

- Started my own business a few years ago, but was too small and I was too old to join YPO. I understand you have a retirement age of 50, and what really scares me, is if I had made it, I'd be asked to leave pretty soon!

- Want to make four points. 1) Economy. 2) Re-invention of government. 3) What we're doing at DOT. 4) Our future transportation challenges.

<u>First, economy:</u>

- Why is Transportation Secretary talking about the economy? 1/10 of American workforce employed in transportation

-- Airlines: losses to profits

-- Autos: added 77,000 jobs since President took office

-- Best way to help companies is <u>strong</u> economy, with low inflation.

-- 6 million jobs (promised 8 million)

-- deficit: $600 billion over five years

- goal: sustain growth at 2.5%, with low inflation

-- trade: NAFTA, GATT, SOA, 70 trade agreements

-- education: Head Start (Monday, at FIU, in front of college students, line got biggest applause).

J.24

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SMITHSONIAN INFORMATION AGE ITS EXHIBIT
WASHINGTON. D.C.
MAY 4, 1995

(Introduction to be made by James Constantino of ITS America)

Thank you, Jim, for that introduction -- and for your leadership at ITS America.

I'd also like to thank Spencer Crew, David Allison, and Bill Withuhn for their efforts here at the National Museum of American History: The ITS exhibit they've developed is a remarkable display of the technologies that will change the way we travel. It's going to help make them a reality for the thousands of Americans who visit this museum every year.

Finally, I want to thank the sponsors of tonight's reception: ITS America, EDS -- especially Bill Dvoranchik -- and Walcoff and Associates.

This evening we've heard a great deal about Intelligent Transportation Systems. These systems are not only our best hope for improving transportation -- but they also represent the potential for entirely new industries, with high-tech, high-wage jobs and vast export markets.

But this future isn't guaranteed.

President Kennedy once said that "the greatest enemy of the truth is very often not the lie -- deliberate, contrived, and dishonest -- but the myth -- persistent, persuasive, and unrealistic."

(More)

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

That's certainly true of the myths surrounding ITS -- myths that threaten its future. I hope that this exhibit can help to dispel these myths. To do that, I'm going to repeat -- and rebut -- each of them.

The first myth is that ITS is science fiction, and not reality.

Second, that ITS is corporate welfare, and not something that will actually benefit the American people.

Third, that continued federal support of ITS is a luxury -- and not a necessity -- in the effort to make widespread ITS deployment a reality.

Each of these myths has taken on a life of its own, with the result that a lot of people believe that what we're doing isn't possible, isn't worth doing, or will happen without federal participation.

Each of these beliefs is wrong, and let me tell you why.

Take the first myth: that ITS is science fiction. The reality is that the first generation of ITS services is being used *now*.

To those who don't believe that, I say, let them go to Boston -- where the SmarTraveler information system provides faster routes every day for its users.

Let them go to Baltimore, where automatic vehicle locators on buses have improved on-time performance by 23 percent.

Let them go to Minneapolis, where an adaptive freeway control system has increased average speeds at rush hour by 35 percent.

Or they can go anywhere in the nation to Greyhound -- which has cut its accidents by 20 percent because of new systems that detect nearby vehicles so bus drivers can avoid them.

These are ITS systems that are in place *now* -- saving lives, saving time, saving money. ITS is a reality *today*.

And these are just the earliest success stories from the first generation of ITS technologies. In a few years, we'll be looking back at them the way the Apollo astronauts looked at the Wright Brothers.

(More)

Let's look at the second myth: that the federal involvement in ITS is nothing but corporate welfare -- a subsidy to high-technology businesses.

The reality is that federal investment is focused on integrated systems that provide clear *public* benefits -- and not simply on services and products that can be provided by the private sector.

The private sector will pay to provide services such as travel information, navigation aids, and tourist guidance systems. Companies as diverse as General Motors, Avis, and Motorola are already selling these products. Instead, we're focusing on the creation of the broad communications and information infrastructure that makes the widespread use of ITS possible.

We're also emphasizing the improvement of the transportation operations for which government is responsible -- traffic management, commercial vehicle regulation, and safety.

The third myth is that ITS will become a widespread reality without federal participation. The reality is that this simply won't happen.

Private business doesn't have the resources or the ability to wait for a return on investment that are needed to develop the communications and information infrastructure that we must have to reap the *public* benefits of ITS -- benefits such as less congestion and greater safety.

Moreover, the private sector is unwilling to make large investments without the technological standards that only the federal government can lead in developing. These standards create a stable, common ground that will encourage entrepreneurs to invest in new products -- and consumers to buy them.

Without the federal government laying the foundation of a core infrastructure that fulfills critical public needs, ITS will be nothing more than a limited set of unrelated services and products that have little collective impact on transportation.

And we can't afford that. Our transportation system's capacity is already strained -- and faces continuing increases in travel demand and growing needs for efficiency. Indeed, travel demand is projected to grow about 2½ percent annually for the next 20 years -- a 50 percent increase.

With a transportation infrastructure deficit that already exceeds $300 billion and limited money for new highway construction, we just aren't going to be able to handle those levels of traffic. And even when we *can* afford to build new roads, we have to

(More)

think whether it's worthwhile when construction costs regularly exceed $40 million a mile. Indeed, the new Century Freeway in Los Angeles cost *$127 million* a mile.

ITS -- in all its many forms -- offers a cost-effective way to safely handle growing traffic volumes, and to keep America moving.

We're putting our money where our mouth is -- and have asked Congress for $356 million to fund ITS development in 1996. $100 million of that is for the Trailblazer Program.

The Trailblazer will light the way by showing the public, business leaders, and government officials what ITS is capable of doing. The Trailblazer will showcase the benefits of fully integrating first-generation ITS capabilities at a limited number of sites -- making clear that the sum of these independent technologies is vastly greater than the parts.

The Trailblazer has two basic components.

The first is the model deployment of the core ITS mobility infrastructure in at least three metropolitan areas throughout the nation. This will, for the first time, integrate already-existing technologies -- things such as traffic management, transit management, and emergency responses -- into a single comprehensive system -- much as Microsoft and Lotus have packaged computer programs together.

Travelers will benefit from faster travel and more choices -- together with the ability to make the most of those choices.

This also will create the basic ITS infrastructure -- and serve as the foundation for the future deployment of the next generation of ITS: crash avoidance systems and vehicle-to-road communications that will pay huge dividends in safety.

The second part is a system of electronic clearances for trucks and other commercial vehicles. Today, these vehicles face lengthy delays at state borders for inspections.

By using ITS to automate safety inspections and examinations of licenses and other documents, these delays can be reduced -- or eliminated entirely. Our plan is to provide this capability at 150 to 200 sites around the country -- with a special focus on three corridors with heavy truck traffic: the I-5/I-10 corridor on the west coast, I-75 in the midwest, and I-95 in the east.

(More)

Together, the Trailblazer Program's travel information and electronic clearance elements will make ITS a reality for thousands of Americans every day.

We in the Clinton Administration understand the importance of these technologies -- and of investing in them. We've been supporting the new generation of American transportation technology.

This commitment will only deepen as the need for advanced technology grows. We'll redouble our efforts to increase the federal government's outreach to entrepreneurs and inventors...

...build partnerships with state and local governments, business, and the academic community...

...and fight for more federal funding for ITS research and development.

And, most importantly, we'll demand *real* results: technologies that truly improve Americans' lives -- advances that will have impacts as great as the steamboat, the automobile, and the airplane did in generations past.

We look forward to working in partnership with Congress and with you to develop and deploy the technologies that will transform America.

Thank you.

# # # # #

FP --CINCO DE MAYO EN LA CAPITAL
MAY 5, 1995
WASHINGTON,D.C.

5.23

DRAFT 1 -- 2 MINUTES (BY ILENE)

I'm happy to be here, celebrating 20 years of Southwest registering voters, because I believe Henry Cisneros would not be Secretary of Housing and Urban Development ... I would not be Secretary of Transportation ... this Administration would not look like America ... if it weren't for Latinos going to the polls.

Latinos have so much potential to influence elections. In this country, there are 15 million Latinos of voting age. That's almost triple what it was 20 years ago.

Ask somebody how that will grow in the future, and they can't even estimate - - the numbers are moving so fast.

Every year in the southwest alone, we add 300,000 voters, just by the fact that kids turn 18.

This year, we'll add a million because of the amnesty program. Everyday in Los Angeles, 2,300 people are

applying for citizenship, 90 percent of them Latinos. In New York, 1,000 apply every day. In Chicago, 350 apply.

It's up to us to make sure they register to vote -- and that they vote. Maybe we have 15 million eligible to vote, but in the last presidential election, only 4 million or so voted.

As one who ran for election many times, I can tell you it makes a difference if you get out the vote. Last year, Dianne Feinstein won her senate seat, beat out the big money, because 1.1 million Latinos showed up on election day.

And if Latinos don't show up -- we won't make a difference. Look at Texas. Ann Richards may still be governor because three out of four Latinos voted for her. We just didn't have <u>enough</u> voting!

One of the things that struck me last year, was watching the Mexican presidential election and seeing almost 80 percent of eligible voters in Mexico vote.

It struck me, because in this country, in a presidential election, we're lucky if 50 percent of Americans vote.

The Unites States of America is supposed to be the model for democracy -- and yet we're not on election day.

And that's too bad -- because it matters who's in office and deciding issues like affirmative action; immigration; health care; education funding; or whether or not the minimum wage will be raised. These are issues affecting not only Latinos, but all Americans.

Voting has made a difference to the Latino community -- but we have more to do. I congratulate you for signing up 3

million in 20 years, and I challenge you to find another 3 million.

In fact, please find them before 1996.

Thank you.

# # # #

5.22

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
ADVERTISING COUNCIL WASHINGTON MEETING
WASHINGTON, D.C.
MAY 8, 1995

(Introduction to be made by Phil Guarascio [Grr-ah-cee-oh], Vice President and General Manager, Marketing and Advertising, General Motors)

Thank you, Phil, for that introduction -- and for all of your work with the Ad Council.

I also want to thank Reginald Brack[1] and the Ad Council Board for inviting me to speak today.

Over the past decade the Ad Council and the Department of Transportation have formed an outstanding partnership that has saved lives throughout the nation.

Today, I'd like to talk about how I believe we can continue to build this partnership.

***First*, I want to review the progress we've made on improving transportation safety.**

***Second*, I'd like to share with you the Clinton Administration's plans for increasing our emphasis on ensuring the safety of America's children.**

---

[1] *Chairman, Time-Life, and Chairman, Advertising Council*

Third, I want to discuss how we can expand our partnership to meet the needs created by this expanded emphasis.

Let me begin by talking about our successes.

Few movements have drawn such broad public support as the alliance between government and citizens to get intoxicated drivers off the road and to increase safety belt use.

Fewer still have had such great success -- a success measured in lives saved and injuries prevented.

When we began our partnership, nearly three in five fatal crashes involved the use of alcohol -- and more than _25,000_ people died _each_ year.

And only _one_ person in 10 used safety belts.

When I took office two years ago, I set two goals for us to achieve by 1997: increasing safety belt use to 75 percent of our population, and reducing alcohol-related traffic fatalities to only 43 percent of the total.

In great part because of _your_ work, we've made great strides. You've developed outreach campaigns that have achieved extraordinary recognition and impact, and that enjoy tremendous media support.

The more than $600 million in donated media time and space devoted to these two issues is testimony to your commitment.

Campaigns like "*Vince and Larry*" and *"Friends don't let friends drive drunk"* have fundamentally changed our culture, and demonstrated the power of advertising to make positive changes in our society.

Indeed, the message has gotten through so strongly that *safety sells*.

That's different than it was 40 years ago, when Ford first sold safety belts. Only one in 50 customers ordered them -- and some in the industry attacked Ford for advertising belts because it implied that cars could be dangerous.

Now, not only Ford but *every* company makes sales *every* day based upon safety.

[SHOW PRINT ADS PROVIDED]

And these advertisements reinforce the safety message that you've helped us to spread. Poll after poll shows that safety tops the list of buyer concerns -- and that's translated into safer behavior as well.

Safety belt use has increased to 67 percent -- and we're on track to meet our 75 percent target.

We've made even greater progress on drunk driving -- achieving our goal *two full years ahead of schedule.*

Last year, alcohol-related deaths on our roads were down to 42 percent of the total -- and these deaths continued to drop *in spite of* continued growth in travel.

But last year our highways still saw nearly 17,000 alcohol-related deaths -- one every 30 minutes. So, we've set a *new* goal for drunk driving.

We want to reduce alcohol-related traffic deaths to 11,000 annually by the year 2005 -- just a decade from now.

That's about 6,000 fewer deaths than last year. And it's at a "rate" that would reduce drunk driving fatalities from last year's 42 percent of the total to about 30 percent.

Achieving that goal will be tough, because we'll be trying to reduce the *number* of alcohol-related deaths even as our population grows and more people drive.

It's also going to be hard because -- with your help -- we've *already* reached the many millions of Americans who understand that drunk driving is wrong.

Reaching those who are more resistant to that message will take the adoption of tough laws -- strict law enforcement -- and public education.

It also means targeting those who are at the greatest risk -- problem drinkers, young adults, and groups -- such as Hispanic Americans and Native Americans -- that are tragically over-represented in drunk driving behavior.

And it means standing firm against those who would weaken the highway safety laws that save thousands of lives every year.

I just came from a press conference with Senator Frank Lautenberg and Congressman Norm Mineta -- two of Congress's strongest safety advocates.

They joined me in supporting the links between federal highway funding and state laws mandating the age 21 drinking minimum, speed limits, and the use of safety belts and motorcycle helmets.

States that don't have such laws must use highway funds for safety programs -- and some call that an unwarranted burden on the states.

Well, those laws save more than 10,000 lives and prevent more than 170,000 injuries a year.

And -- at a time when some of those calling for their repeal also are talking about cutting Medicare and Medicaid -- these laws save billions of dollars in health care costs.

Repealing these laws would undercut the work that all of us have done to improve safety on our roads.

It would be a tragic mistake that *all* of us would pay for -- and so we look to Congress to turn back this attempt to undermine highway safety.

And we look to *you* to continue as our partners in progress as we reduce drunk driving and increase safety belt use.

Our progress has encouraged us to expand our efforts on safety -- and that brings me to my second subject: the child transportation safety crisis.

I suspect that most people think that disease is the leading cost of death for children, but it's not: *transportation accidents are.* More than *3,000* children die each year in these accidents.

And the impact goes well beyond fatalities. More than 350,000 children are injured each year because of these accidents. 200,000 of them are hospitalized -- and, tragically, more than 30,000 are permanently disabled.

This pattern holds true across all forms of transportation. Nearly a thousand children are killed each year when they're struck by cars while walking or playing on streets.

Scores die, and hundreds more are injured, in boating accidents.

Scores more are killed while playing along railroad tracks or transit lines.

And the fatality rate for young bicyclists is *double* that for all other groups.

What makes these deaths and injuries so devastating is that most of them are predictable and easily preventable.

This morning I joined 175 third- through fifth-graders at the Janney School here in Washington, and we reviewed what parents can do to protect their children -- and what children can do to protect themselves.

Things as simple as using safety belts -- ensuring the proper use of child safety seats -- wearing bike helmets and life jackets -- and not playing near railroad tracks or subway edges can save hundreds of lives each year.

Knowing how simple this can be means that we can no longer accept that our youngsters are more likely to be killed

or injured in a transportation accident than by any other cause.

And that brings me to my third topic: what we can do -- *together* -- to safeguard our children's safety.

Safety has been the Clinton Administration's highest transportation priority, and we're now bringing that resolve to protecting the most vulnerable Americans.

This is National Safe Kids Week but I want child safety to be our transportation priority not only *this* week, but *every* week.

We're taking a big step towards that at "Moving Kids Safely," an extraordinary national conference that I'm convening in Washington on June 1st and 2nd.

This conference will bring together national, state, and local organizations with the private sector to create a safer transportation environment for America's youth.

The participants will identify existing programs that protect children... develop new strategies to increase safety... and foster partnerships to make them a reality.

It will provide a coordinated commitment to child transportation safety by building on our existing successes

and creating new alliances to ensure that we're "moving kids safely" into the next century.

I hope that you will join us there, and bring to this conference the expertise and experience that have driven down drunk driving fatalities so dramatically.

I also ask that you consider expanding your efforts beyond safety belts and drunk driving -- as important as it is to continue our work on these issues -- to address children's transportation safety.

We need your ideas, your energy, and your commitment as we seek to develop the strategies that will be most effective.

I ask this because it's important to *all* of us.

It's important to *me*.

Although public officials and public employees are often viewed only through the prism of their jobs, we're also people -- husbands, wives, fathers, mothers.

I have a wonderful wife, and two beautiful young daughters. The older of the two is five -- the age when children first begin venturing out on their own, beyond the undivided parental supervision of infancy.

And like anyone else, I'm concerned about that -- about what could happen to her when she's crossing the street or riding her bicycle -- the everyday acts of life that can so easily become tragic.

My children mean more to me than anything in the world. Wanting to protect them doesn't make me different from any other American.

So today I want to challenge you to join me in this effort to protect those we love the most.

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 in the business of saving lives.

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J.21

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SAFETY PRESS CONFERENCE
WASHINGTON D.C.
MAY 8, 1995

Last week, by a 6 to 3 margin, the Senate Transportation and Infrastructure Subcommittee of the Environment and Public Works Committee, voted to repeal the national maximum speed limit. On Wednesday, this and other safety issues are expected to be voted on by the full Committee.

We have come to the Capitol for one reason: to ask the United States Senate not to repeal the highway safety laws of this country.

Not the safety belt use laws ... not motorcycle helmet use laws ... not the speed limit laws ... and not the minimum drinking age.

I am the 12th Secretary of Transportation, and every one of us, every one, Republican and Democrat, have had the same priority: safety, safety, safety.

With Congress as our partner, and the help of the public, we've made tremendous progress.

Look at seat belts. In 1982, before the first seat belt law was passed, only 11 percent of Americans buckled up. Now, 67 percent of the population buckle up, and I look forward to the day when everyone is buckled up.

The highway safety laws of this country save 10,500 lives, and prevent 177,000 serious injuries each year. In addition, our current laws save our economy almost $19 billion.

Now is not the time to retreat. I hear the argument that Washington shouldn't play a role in these issues. That this is a classic states' rights issue.

(More)

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We tried that once. In the 1970s, we retreated on the motorcycle helmets, and had the states decide. Twenty-seven states repealed their laws. And what happened? Motorcycle deaths increased 61 percent.

In my home state, Colorado, after the state legislature adopted a helmet law, the fatality rate decreased 24 percent. And a few years later, when Colorado repealed it, fatalities increased 29 percent. We ought to have learned a lesson.

If some people want to talk about rights, fine. But I say we also better talk about responsibility -- responsibility to pay the bill for those rights.

Every time some driver chooses not to wear a helmet or not to fasten a seat belt ... has an accident ... lands himself and three other people in the hospital ... who pays a big part of the tab?

The taxpayers do.

Did you know that one third of the hospital costs of injured crash victims are picked up by public programs like Medicaid and Medicare? One-third.

And the average hospital charge for an unbelted passenger is 60 percent more than for belted passengers. So, not only are taxpayers paying the costs, but they are paying more for those who don't buckle up or wear helmets then those who do.

It doesn't make any sense to me to suggest cutting Medicaid and Medicare, as some are, and then repealing safety laws that will raise those costs.

And the public pays in other ways, too. On lost productivity, on increased insurance bills, on legal bills. The total cost of motor crashes is $137 billion a year.

I would suggest that before the Senate votes to repeal these laws, they ask some what-if questions.

Like what if half the states repeal their seat belt laws -- how many more people would die? How many more would be injured? And how much more would it cost the rest of us? We have rights, too.

If ever there was a time the federal government ought to take the lead, this is it.

(More)

We need to come to our senses in Washington. We cannot assist people in committing injuries on the highways, and then tell the rest of America: pick up the tab.

The federal government must lead. We have in the past, and we cannot abdicate national standards now. Fortunately, we have many good people, like Senator Lautenberg, who understand that.

# # # #

5:20

FP
Luncheon -- Minister Liu
5-8-95
draft 2 -- 4 minutes (by Ilene)

Thank you, Dan (Tuellep, Chairman Lockhead/Martin).

First, Dan, let me congratulate you on being named Chairman of USA/ROC. I know they are delighted to have your leadership.

And I am delighted because you represent an American company that understands the opportunities that expanding trade means for both Americans and the people of Taiwan.

Mr. Liu -- I don't think I could ever reciprocate how graciously you hosted me last December in Taipei. It was an extraordinary trip for me, personally.

I was the first member of President Clinton's cabinet to visit Taiwan, underscoring his desire to strengthen our unofficial economic and cultural ties.

I met with Premier Lien Chan and President Lee Teng-hui. My visit certainly deepened my appreciation for your wonderful

people and the economic powerhouse Taiwan has become.

I just hope we can reciprocate some this week -- and maybe even more next month when you join us for the APEC transportation ministers' meeting, and we, and our industry, show you around our country.

Last December, President Clinton asked me to be America's representative to the ROC/USA meeting in Taiwan, because he places transportation issues at the top of the agenda. He understands you cannot develop economically as a nation, until you have the transportation infrastructure and efficient services to move people and products.

Mr. Minister -- I was so glad when I heard that you would be Taiwan's representative here today. While our economies may be different ... and our language may be different ... and you may do something one way and we another, we share the fundamental value that we cannot grow economically unless

we have efficient transportation systems to support growth.

There are a number of American companies interested in expanding trade and working with you to build your transportation sector.

Taiwan is our sixth largest export market, second only to Japan in Asia. We export $18 billion in products to Taiwan annually, more than our sales to France or Italy. And we buy $24 billion worth of your products.

In our meeting before lunch, we talked about different opportunities. It was a productive meeting. We came out with a better understanding of how we can help each other.

I look forward to continuing those talks, and deepening our relationships when we meet again for the APEC meeting.

And Dan, I appreciate the opportunity to be here and to renew my friendship with Minister Liu, and with so many leaders of our business communities. Thank you. -30-

5.19

FP
Safe Kids
Washington D.C.
5-09-95

draft 1 -- 5-6 minutes (by Ilene)

- Good morning. Glad to see so many parents and teachers, but I just want to talk to the students today.
- I'm not on TV like our next guest, so you may not know me, but I bet everyone has heard of my boss. A boss is like a teacher, and he oversees my work.
- Does anybody know who my boss is? Raise your hand.

  -- hint: lives in White House
- What I do for the President, is watch over the transportation industry in this country.

  -- Who can name some transportation methods.
- Who has studied the civil war. Raise your hand. (note: some of them are studying this)

  -- Transportation then?
- My job is to make sure our planes and cars and trains run safely. I brought two workers who help me do that.

-- Vince and Larry come up here

-- Use to test cars

- Vince and Larry help me make sure we build vehicles right, but you have to use them right.
- Checklist:

1) Seat Belts -- Who knows the rule? Is that right Vince?

2) Bike Helmets -- Who knows the rule? (Larry, right?

3) Crossing the street --

Rule: not alone if 10 or under.

-- help younger brothers and sisters cross

-- always in a crosswalk, because can't see between minivans

(Note: 2 years ago there was an accident in front of the school. A little girl was hit, but not seriously. It was her mother's fault. She had motioned her to cross.)

- On Saturdays, Larry and Vince play:

-- Larry do you roller blade? What does he need?

-- Vince, do you play street hockey? What does he need?

- One last question: How many of you have parents who work and so when you come home, you're by yourself. What should you do? (note: point principal wants to make is call your parents and check in.)
- I'm very impressed with how much you know. Your teachers and parents are doing a good job with you. Keep it up and make sure you finish your checklist.
- You know our next guest from Rescue 911, but before that he played Capt. Kirk on the Star Ship Enterprise. I've always noticed that when he's steering the ship, he's not wearing a seat belt. So, Capt. come up here, because I brought you a present (hand him seat belt):

-30-

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U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
HIGH SPEED RAIL/MAGLEV ASSOCIATION
BOSTON, MASSACHUSETTS
MAY 9, 1995

Three weeks ago, I was in Portland, riding Talgo, which has increased ridership by 43 percent in the last year.

Two weeks ago, I was in Ft. Worth, opening up Burlington Northern's new control center -- it's an incredible facility. I think our air controllers would love to have that state-of-the-art technology.

Last week, I was in Miami talking with the people trying to get private participation in the multi-billion dollar rail system that will go from Miami to Tampa.

And today, I'm very happy to be here in Boston.

What I've learned from travelling around the country, and riding trains, and talking to the Mayors and Governors who live with the congestion problems everyday is how important rail is to their total transportation system.

Thirty years ago, President Johnson and Senator Pell brought the federal government into high speed technology for the first time.

That leadership produced the Metroliners between New York and Washington. It took 10 million travelers off the crowded highways and airways. It has worked so well that the largest market share of travel between Washington and New York is who? Amtrak. Could you imagine the congestion if we didn't have Amtrak?

Yet 30 years later, the job's not done. What about New York to Boston in three hours? Or what about maglev?

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What I worry about is what will happen 30 years from now, when the average speed on a California freeway will be 15 miles per hour.

I can tell you this. For me, it's a wonderful time to be Transportation Secretary, because I work for a President who understands the value a transportation infrastructure plays in this economy.

President Clinton is also concerned about its impact on the environment.

And he knows the importance of the industry -- and he would like nothing more than to export our products to Europe and Japan as they import theirs to us.

And I want you to know -- he believes in rail. I can't think of a President since Lyndon Johnson who wants to do more for high speed rail than President Clinton. He's a pro-rail President.

Just look at my Department's strategic plan, and you'll see it. It lists three high speed goals. One, to move Amtrak toward financial stability. Two, to complete the Northeast Corridor and make it match world-class standards. And three, to promote high speed rail as a viable transportation option.

Let me discuss them, one at a time.

First, Amtrak. I'm glad you'll be hearing from Tom Downs tonight. He and the Board have shown great leadership in making some tough choices. I stand with them. Some changes are painful, and many mean reduced rail service in some areas.

But they're necessary, because our national interest is not served by an overextended Amtrak on the verge of bankruptcy.

Nor is it served by no Amtrak at all. There are those on Capitol Hill who don't believe we can bring Amtrak back to health. They'd rather do what they did in the '80s -- starve it of capital, forgetting about the government support of high speed rail in Europe, Asia, and throughout the world.

If you're going to restructure, I say give it time to work. Look at our partners in the freight railroads -- they were once nearly declared dead, and now are thriving.

(More)

Our national interest is served by a stable Amtrak that can grow and compete successfully in the market. And Amtrak's future is not just about cutting. More importantly, it's about growing.

At the end of this month, Amtrak begins two new routes designated as future high speed corridors, in the south and Pacific Northwest. This will begin to develop the markets and the public support for true high speed service.

Last month, I sent to Congress the Amtrak Restructuring Act. It will eliminate much of the Congressional micro managing that has hobbled Amtrak's efforts to become more efficient. It will let Amtrack executives conduct operations like other transportation businesses.

They'll set work rules and labor costs through collective bargaining, not legislation; they'll establish route structures on business principles, not on the particular residence of a congressman.

And my proposed legislation encourages states to take a greater role in funding transportation services they want, but Amtrak cannot afford alone.

In short, I think we're paving the way to the financial stability we promised, and which America needs in Amtrak.

My second goal is to complete the Northeast Corridor -- from New York to Boston.

If you can go from Washington to New York in three hours, it shouldn't take four or more to go from New York to Boston. If we can cut that to three hours, and get more people riding rail, think of what that will do to relieve congestion at Logan Airport.

Over the last two years, we have supported full funding for the Corridor, and this year, President Clinton included $235 million in his budget request to Congress.

We've worked with our state partners in Massachusetts, Rhode Island, and Connecticut to iron out the details of a complex partnership.

We've worked closely with Amtrak so that when it buys high speed trainsets, they'll be the safest in the world.

(More)

We have completed the environmental impact statement, which determined that electrification of the North End is the best possible option for the people of New England and the people of the United States.

Today, I am happy to announce, Jolene Molitoris has signed a record of decision finding that the North End electrification should move forward -- at full speed.

The North End electrification, the final phase of the corridor, has my full support. This Administration will see this project through to completion.

In fact, I have one request. In 1999, when electric Metroliners pull into South Station for the first time, I'd like to be on board with President Clinton.

Now, on my third goal, we're working hard to promote high speed rail.
We started immediately. In President Clinton's first 100 days, we sent to Congress the first high speed rail bill ever submitted by the Department.

That bill set the terms of the debate. It established the ambitious goal of this administration: to secure federal money for construction of high speed lines.

Last year, we succeed in passing, unanimously, part of our bill. It's called the Swift Rail Development Act. The Swift Act establishes critical research and development and corridor planning programs. And the President demonstrated his firm commitment to high speed rail by requesting $68 million to fund those R&D programs in his '96 budget request.

Speaking of funding, I want to build a high speed test rack in Colorado. We have $3 million so far, and the President has requested $6 million next year. But it's a $15 million program, and Congress has challenged us to find private support. So, if anyone has the missing $6 million, I'm sure Jolene would be glad to take your name at the door!

We've done some other things. Last September, I called for a rail summit to strategize about the future of the industry, both passenger and freight -- focusing especially on safety.

I can never say enough about the importance of rail safety. Last week, there was another grade crossing accident, and there was no reason for it. None. None whatsoever.

(More)

A trucker got stuck in the middle of a grade-crossing, and did nothing to alert Amtrak, but Amtrak got the black eye. We're just lucky that no one was seriously hurt. We have to do more.

I think the biggest challenge still ahead is to provide constructive assistance to the state efforts on high speed rail.

As you probably know, we've begun work on a National High Speed Ground Transportation policy.

We're trying to find out what corridors people want to build ... at what price ... on what schedule.

You don't have to have all or nothing in this business -- so we're finding out how they would start, and how expensive are they willing to go for add-ons.

We're asking about the synergy between high speed rail and buses and the other modes.

We won't choose "the" technology for America, nor will we choose "the" routes that need to be completed first. We're just asking what we, together, can do?

FRA is conducting outreach meetings as part of the effort. There was one last night, and there will be several more, because we're committed to hearing from you. I've asked that we finish the job by the fall.

Now, we can set the stage, but the bottom line is -- we still need a partnership for investment. There are no new spending programs coming out of Washington. Today, we have 30 different grant programs giving money to the states. My goal is to consolidate them into three, and the one that will be important to you is what I'm calling the Unified Transportation Infrastructure Investment Program -- UTIIP.

My idea is that states would receive one allocation -- one -- and they could put it to use however they'd like.

They could use it for high speed rail and maglev ... for Amtrak service ... for building highways or waterways. Whatever they want.

How is this different than ISTEA? In 1991, ISTEA opened the door on using highway funds for transit and commuter rail. UTIIP would go beyond that, opening the door to intercity rail and maglev. It finishes the job. I believe no other funding

(More)

program has the potential to help high speed rail as much as this, because instead of going after a pot that's $1.2 billion, the pot would be $22 billion.

Do I wish we could do more for maglev? Of course. I think it was a mistake for Congress to exclude maglev from the Swift Act -- that was one skirmish we lost.

But we're moving ahead. FRA is working with NASA on some innovative projects. We'll be working with the Air Force.

The fact is, no nation has ever built a successful high speed rail system without building upon a high quality conventional rail system. It is no coincidence countries leading in maglev lead in conventional rail systems, too.

Let me end by saying something about you, the Association: you've never been so necessary or potentially effective.

More than ever, the opportunity exists for one voice on high speed rail, not a gaggle of competing interests.

When I become Secretary of Transportation, you challenged me to make high speed rail high on the national agenda.

I work towards that goal every day. Jolene and Don work on that goal every hour of every day.

But we cannot do it alone.

So I challenge you to help us present the case on Capitol Hill ... and present the case beyond Washington, in the states and counties and cities.

High speed rail won't live or die in Washington. It will be in Albany, and Sacramento, and Tallahassee, and Springfield, and Olympia and here in Boston.

Help us move forward. Because, 30 years from now, I'd sure hate to be the Transportation Secretary dealing with 15 mile per hour speeds on our highways

Thank you. # # # #

FP-- Colorado 30 -- 5/10/95
draft 1 (by Ilene)

5.17

- No speech. Do sitting down. Qs and As. Testify tomorrow on DIA, so this is good practice.

1) Economy -- President's strategy:

-- deficit reduction
-- investment in education, training, technology
-- expanding trade
-- reforming government

It works:

-- 6 million jobs
-- deficit: 4.9% to 2.7%
-- low inflation
-- private investment high

- 2) DOT
  - -- consolidation
  - -- unification
  - -- reduction
  - -- ATC reform
  - -- relationship to national security
- 3) Future challenges
  - -- safety (voting on highway bills today -- Colorado helmets; fatalities decreased 24%; repealed, up 29%)
  - -- partnerships
  - -- role of technology
  - -- international: APEC in Denver (show off DIA)

-30-

5.16

U.S. Department of Transportation

News:

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

Contact: Steven Akey
Tel.: (202) 366-4570

Statement by Secretary of Transportation Federico Peña In Response to House and Senate Budget Proposals

May 12, 1995

Last December, I joined President Clinton and Vice President Gore in announcing a historic reorganization of the Department of Transportation, a restructuring that will position us to help meet the transportation challenges of the 21st century.

Last month, we submitted to the Congress comprehensive legislation to transform DOT into a leaner, more flexible department, including corporatization of our air traffic control system and consolidation of our funding programs.

We're pleased the House and Senate have agreed with some of our proposed cuts such as elimination of the Interstate Commerce Commission and highway demonstration projects.

However, the proposed budget cuts by the House and Senate will devastate transportation systems around the country affecting millions of working people in both urban and rural areas who rely on our transportation system to get to work, to school, to the store or to a doctor's appointment.

The Department of Transportation would be transformed into a chopping block, immediately shutting down highway projects, ceasing operating assistance for vital transit and Amtrak service and cutting the vital safety programs of our agencies.

The right to a leaner, more flexible DOT is for the Congress to pass our reorganization legislation. The wrong way is for the Congress to proceed on its current path.

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An electronic version of this document can be obtained via the World Wide Web at:
http://www.dot.gov/affairs/index.htm

5.15

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
FATHER OF THE YEAR AWARD
NEW YORK, NEW YORK
MAY 18, 1995

I am honored to receive your award along with all the honorees who are here today.

And I hope that the only thing between you and your lunch is my speech, so I think I will be brief.

But let me first recognize my wife Ellen who is here and she will have to leave right after this lunch. She is going to Boston, and I am going home to babysit.

I wish my father could be here today, but he is many, many miles from here in south Texas -- in Brownsville -- with my mother. But I am very happy that my father-in-law is here Fred Hart and his wife Joan Hart and their son Patrick. They have eight children. Thank you very much for being here.

Actually Ellen's parents would not be here, but Fred has been teaching law school here for the last several weeks and he will return soon to Albuquerque.

If my father could be here, I would say to him publicly how much I very much admire and respect what he did for me and for all six of his children.

When he had the opportunity to use his time to be with friends and to be out enjoying life he along with my mother sacrificed for all six of us. I think he is my greatest role model. And the result of that is that all six children that he and my mother raised, three of us became lawyers, and that is a great accomplishment; one of us is an assistant high school principal; another an accountant; and another

(More)

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a teacher. So I think about what he did, how he sacrificed for me, and that's what I try to do for my family and for my office.

Some one asked me earlier what it was like to be Secretary of Transportation, and I said that it is a great responsibility, and I hope that we -- the Administration and this President -- are doing some good things for our country.

Unfortunately, I also have had experiences in dealing with tragedies. I have been to a number of accidents involving airplanes, and trains, and trucks. I've been to earthquakes and floods, and very recently to Oklahoma City, where the bombing of the federal building there caused ten of my department staff to lose their lives.

At a memorial service a couple of Sundays ago, I met with the families of the employees of our department. I tried to meet with them individually. As I went out of the meeting there was a young girl who was a daughter of one of the fathers that was missing. I went up to her and she looked into my eyes, and said: "Are you going to find my daddy?" All I could say was that we would try.

There are so many fathers in the country who take their position, their responsibility as fathers for granted. I am reminded that everytime I see kids in our country who have lost their fathers or whose fathers are not present for them. I try to remind myself everyday that I should be there for our two daughters. And I say this for other fathers in our country -- your highest responsibility, the most important thing that you can do in your life is to be there for your kids.

Thank you so much for this honor.

# # # #

5.14

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, May 17, 1995

Contact: Ronda Jackson
202-366-5565

MEDIA ADVISORY

U.S. Transportation Secretary Federico Peña, local New York elected officials, and transit community leaders will hold a press conference on Thursday, May 18, 1995 at Penn Station to denounce the devastating transportation cuts planned by congressional Republicans. New York City subway, bus and train service will suffer significant fare increases and reductions in service under the Republican proposal, affecting millions of metropolitan area commuters.

Immediately following the press conference, Secretary Peña and transit supporters will ride the E train from Penn Station to 53rd Street and 7th Avenue. Secretary Peña will also receive the National Father of the Year Award at an afternoon ceremony.

Secretary Peña's Public Schedule for Thursday, May 18, 1995:

9:45 a.m. **Press Conference & Subway Ride**
Attendees: Manhattan Borough President Ruth Messenger, New York City Public Advocate Mark Green, New York Straphangers Campaign President Gene Russianoff, and LIRR Commuters Council Chairman Sheldon Schachter
Penn Station
8th Avenue Token Booth at the 33rd St. entrance
New York, NY

NOTE: Photographers may need to bring additional lighting.

12:15 p.m. **National Father of the Year Award Ceremony**
Sheraton New York Hotel
53rd Street and 7th Avenue, Princess Ballroom
New York, NY

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5.13

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATON FEDERICO PEÑA
BUDGET PRESS CONFERENCE
NEW YORK, NEW YORK
MAY 18, 1995

This press conference won't go down as one of those pleasant tasks where the Secretary of Transportation delivers new transit money. Rather, I'm here to discuss how Congress may be taking money away from New Yorkers.

As I speak, Congress is debating dangerous budget cuts. Budget cutting is something that the President tackled when he first came to office, because he realized the enormous problems of running huge deficits.

Under President Clinton's program, we've reduced the federal workforce by 100,000, and we'll reduce it by 272,000 people within a few years. The federal deficit will be down three years in a row -- for the first time since Harry Truman was President.

I've made big reductions in my department. By the end of this year, I'll have cut 5,000 people. I've sent Congress proposals to re-organize the Department for greater efficiency -- consolidating 10 agencies into three. I want states and localities to have more power to make decisions about transportation priorities, and have proposed new tools to allow for the creative financing of transportation projects.

But now the Republicans in Congress are proposing draconian cuts. I will show you, first, what this could mean to transportation, nationally, and then specifically to New Yorkers and your mass transit system.

If we send Congress home and run on autopilot, nationally, we'll spend $210 billion on transportation in the next five years. That money is to build highways and mass transit systems, to keep cars and trains running safely, and to keep airplanes flying.

(More)

U.S. Department of Transportation
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(202) 366-4570

The President proposes dropping transportation spending down to $190 billion; House Republicans say $184 billion; and Senate Republicans say $165 billion.

Now, I'm all for continuing to cut budgets. I was a Mayor for eight years, I know what it means to balance a budget. And the Republican Congress and I agree on some ways to cut further.

We both say it's time to shut down the Interstate Commerce Commission. I say cut out highway demonstration projects -- and some Republicans agree with me.

But I believe the Republican cuts are too severe. I've tried to cut the fat, but leave money so that we can still invest in our infrastructure. The Republican budget proposals leave little or no money to invest.

By 1997, Senate Republicans would virtually eliminate all new funds for highway, transit, and airport grants. The fact that we have a crumbling infrastructure, or that our bridges are falling down and need to be replaced doesn't matter -- there'd be no new money.

There'd be no federal money to build new airports, even though passenger demand will double in the next decade. We'd have to shut down most Amtrak service. How can we compete in a global economy, where countries around the world are building infrastructure, while we let ours rot?

Let's look specifically at mass transit. Eighty million Americans are dependent on mass transit. Five billion people annually ride the system in New York. Forty percent of our nation's mass transit trips occur right here in the New York area.

Right now, the Republicans have just offered target cuts -- we don't have specific details. But there are only two ways to achieve their targets: raise fares or cut service. You get to pick your poison.

Fares could rise 5 to 10 cents in New York, because Republicans would wipe out federal assistance to your operating budgets.

A dime may not mean much to a congressman in Washington. But to a husband and wife who take the train through two zones like a good number of New Yorkers do to get to work, that comes to $200 annually. Thirty percent of transit riders have incomes below the poverty line -- how on earth are they going to pay for $200 increases?

(More)

Republican cuts also would eliminate $161 million for funding new starts. So scratch out new projects like the Queens/63rd Street Connection.

And Republican cuts would change matching funds from the current 80-20 match, to a 50-50 match, so the Mass Transit Authority's capital costs increase by $263 million.

That's money to rehab stations. Where will you make up that money? I don't think your Governor wants to raise taxes or raise tolls on bridges. But you'll have to make it up somehow.

You're becoming familiar with service cuts. You've had public hearings to discuss reducing service on 49 bus routes, discontinuing a shuttle service, closing 22 token booths, and closing a subway station. And that was in April before any Republican budget cuts were announced. Can you imagine what will happen now?

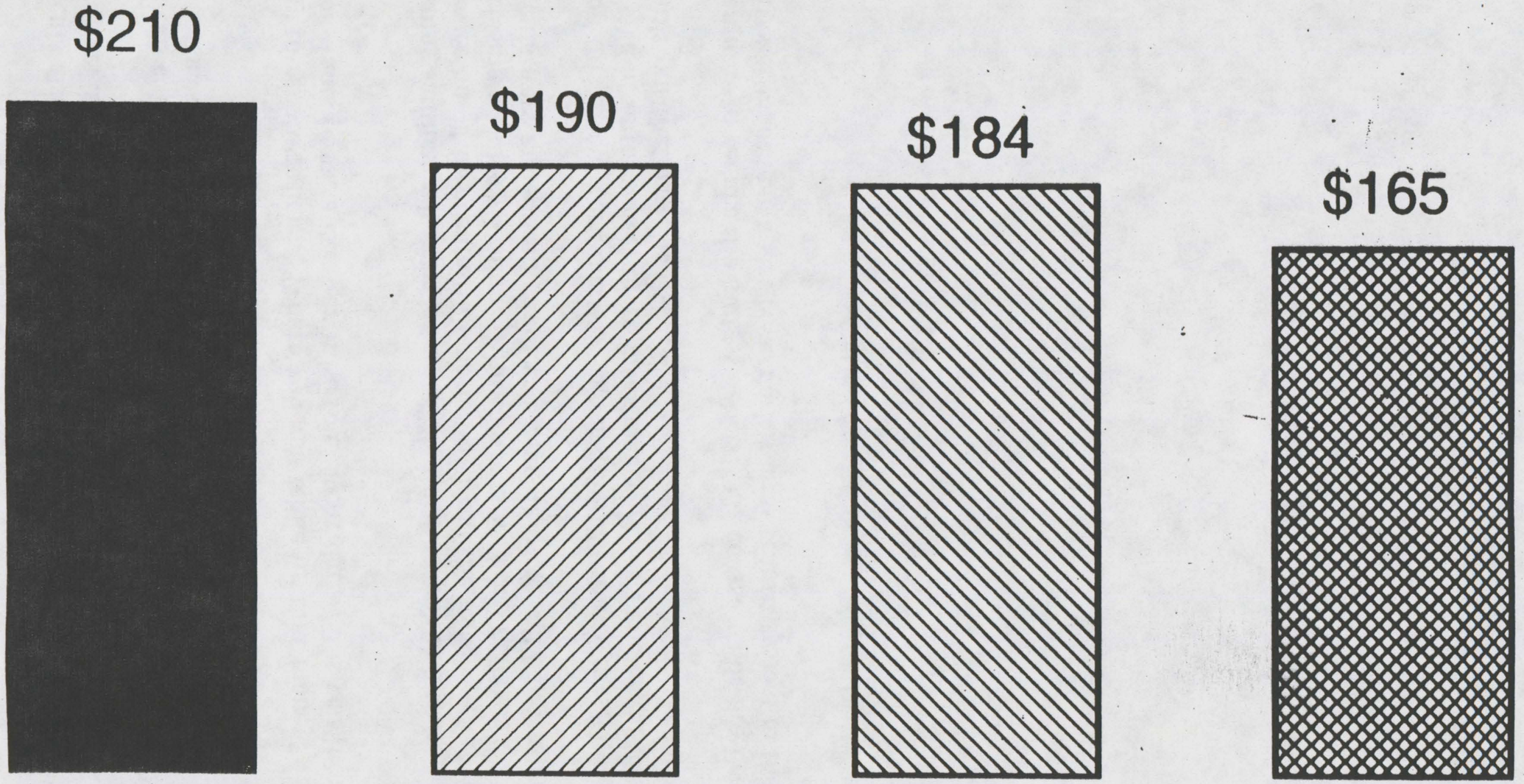
Let me end on this. New York has 469 stations, 5,917 subway cars, 3,669 buses, 648 miles of track. We have to protect those investments. That's one of this city's great assets. We can't put that asset at risk.

Should we continue to reduce the budget deficit? Of course. But the President says let's do it right. Let's not tear apart New York's mass transit system in the process.

Thank you.

####

Five-Year Transportation Spending
(in billions)



5.12

Note: This is a re-send. First time, this was incomplete.

FP
South Conway Elementary School
Orlando, FL
5-22-95
draft 2 -- 5-6 minutes (by Ilene)

- Good morning. I'm sorry I didn't dress right. I didn't realize it was Magic Day. I come from Washington, and we don't have a good basketball team, so who thinks I should root for the Magic in the playoffs -- raise your hands.
- One thing Washington is good at is <u>history</u>. Where are the fifth graders -- raise your hand? You're studying American history, right?

-- Who was America's first President? Raise your hands.

-- Who knows what number was Abraham Lincoln?

-- Who knows what number was Franklin Roosevelt (**Mr. Secretary don't let anybody answer this question. Instead, say:) Not enough hands are going up. I have a hint, and I bet everybody in the room knows. Same number as Shaquille O'nale wears. (32)**

-- What number is Bill Clinton?

- You have <u>teachers</u> who oversee your work, but I have a <u>boss</u> who oversees mine. Does anybody know who my boss is?

  -- hint: lives in White House
- What I do for the President, is watch over the transportation industry in this country.

  -- Who can name some transportation methods.
- My job is to make sure our planes and cars and trains run safely. I have two workers who help me do that.

-- Vince and Larry come up here **(Mr. Secretary, Prior to your speaking, Vince and Larry will have done a skit for the kids.)**

- Vince and Larry make sure we <u>build</u> vehicles right, but you have to <u>use</u> them right.

  1) Seat Belts -- Who knows the rule? Is that right Vince?

  2) Car Seats? (Larry, right?)

  3) Whose parents have a truck? Sit in back of pick-ups?

  5) Crossing the street?

- On Saturdays, Larry and Vince play:

  -- Larry do you roller blade? What does he need?

  -- Vince, do you bike ride? Who is in third grade? Did you design your own bikes? So, what does he need?

- I'm impressed with how much you know. Your teachers are doing a good job with you. So, I wanted to leave a present for you.

- Which one of your teachers is Ms. Heath? Can you come up here. I admire all the posters the students made. I saw them earlier. I brought my own to leave you. I have two.

  -- Ask that you make sure Sidharth Lunawatt gets this. I understand he was in a bike accident about a month ago, and he's still at home recovering.

  -- Want to present one to the school. Students -- is it okay if we hang this up in the hallway next to yours?

  -- I have Vince and Larry stickers for everyone. Thanks. You've been great. -30-

5.12

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
ITS LOCAL OFFICIALS FOCUS GROUP
WASHINGTON, D.C.
MAY 19, 1995

(Introduction to be made by Costis Toregas[1], President, Public Technology, Inc.)

* **Thank you, Costis, for that introduction -- and for your efforts on this project. I also want to thank the International City/County Managers Association for helping to make these outreach sessions a reality.**

* **I'm also happy to see your moderator, Charlie Royer. Sharing a forum with him brings back memories of the 1980s, when we served together as mayors.**

* **I'd like to introduce two key DOT staff -- Denny Judycki, the FHWA Associate Administrator for Safety and System Applications -- and Christine Johnson, Director of our Intelligent Transportation Systems Joint Program Office. They won't participate in your sessions this morning, but will rejoin you later today.**

* **It's a special pleasure to join all of you today. As Mayor of Denver, I spent eight years dealing with the transportation problems that you face every day. I understand these issues -- and I'm excited that we're**

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1 Pronounced "Kos-tus Tor-ay-gus." His firm is the contractor for this project.

able to offer ITS -- Intelligent Transportation Systems -- as a solution.

* Today, I'd like to speak to you about *why* we've begun this ITS outreach program.

* Let me start by telling you that we in the federal government have made a firm commitment to advanced technologies such as ITS, because we believe they're the future of transportation.

* ITS, simply put, is a bundled package of advanced communications and information technologies that can be used to manage traffic to improve system effectiveness, increase traveler safety and convenience, and raise the efficiency of government's transportation services and operations.

* Some think that ITS is the Democratic version of Star Wars -- science fiction -- or at least something that's so far in the future that they don't need to be concerned about it. The reality is that the first generation of ITS services is being used *now*.

* In Boston, where the SmarTraveler information system provides faster routes every day for its users.

* In Baltimore, where automatic vehicle locators on buses have improved on-time performance by 23 percent.

* **And in Minneapolis, where an adaptive freeway control system has increased average speeds at rush hour by 35 percent.**

* **These are ITS systems that are in place *now* -- saving lives, saving time, saving money. ITS is a reality *today*. And these are just the earliest success stories from the first generation of ITS technologies.**

* **In just a few years, we'll be looking back at them the way the Apollo astronauts looked at the Wright Brothers.**

* **We at the federal level are taking a leadership role in ITS development -- providing seed money and expertise, helping to create standards to ensure compatibility, and promoting technological development.**

* **Much of our focus is on creating what we call the core infrastructure for ITS -- integrated communications and information systems that can work separately or work together -- much like the components of a stereo system, or the computer software packages now sold by Microsoft.**

* **That core infrastructure will provide direct public benefits -- allowing more effective traffic management, providing real-time information on transit services, and**

reducing the staff needed to monitor truck safety, perform vehicle registrations, and collect fuel taxes.

* Having this core infrastructure also will enable a number of private products and services to come on to the market, or will increase the appeal of some that are already available -- ranging from Mayday devices to in-vehicle navigation and travel information services.

* Although this core infrastructure is deployable *now*, it also lays the foundation for the second generation of ITS over the next decade -- with products that include advanced adaptive traffic control systems, intermodal "smart cards," and expanded in-vehicle route guidance systems.

* Within about 15 years, we'll see the introduction of sophisticated features to reduce crashes, such as intelligent cruise controls, assisted steering, and assisted braking -- and then, about 20 years from now, the first automated highways.

* I want to emphasize that even the most advanced of these systems is in development *today*. Indeed, Congress has mandated that we produce an automated highway test track by 1997 -- just two years from now.

* So the question is not *whether* ITS is possible -- but rather *what form it will take*, and *whom it will serve.*

* **We've been leaders on ITS, but there is -- *and should be* -- a limit to the federal role. When it comes to actually deploying these systems, state and local governments and private businesses must take the lead.**

* **That's why we've asked you here today. We need to hear from you -- the people who will be paying for and operating these systems -- what *you* think. We view you as our customers, and want to lay the groundwork for products and services that meet real needs.**

* **One of our models is the Boeing 777 project, which Charlie well knows from his days in Seattle. I was out there last month to issue the safety certifications for this incredible new plane, and how the plane was created was almost as impressive as the plane itself.**

* **Boeing took the simple -- but radical -- step of bringing in its customers from the start. Throughout the design and engineering process it worked with the airlines and others to build a plane that made sense. The result is a product that will help to sustain Boeing into the next century.**

* **We want to do the same thing with ITS -- involving local officials and other stakeholders from the start, rather than dictating from Washington how things will be done. We want to hear about your transportation needs and how ITS can meet them.**

* We think that this will be a positive process -- one that will let all of us better serve those who are our ultimate customers: the American people.

* I hope that you'll take this opportunity to think through what ITS can mean to your communities, and I look forward to hearing the results of these sessions.

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5.4

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
TAKATA RECALL PRESS CONFERENCE
WASHINGTON, D.C.
MAY 23, 1995

I'm here to announce a voluntary recall on the most important safety items in a car -- seat belts. They're the most important -- provided one, they work, and, two, they're worn.

There are 177 million vehicles on the road, and seat belts work safely in the overwhelming majority of them. I want the American people to have confidence in their seat belts.

Today, we're doing our part to make sure all seat belts work. But drivers and passengers have to do their part -- buckle up.

I'm pleased to announce Honda, Nissan, Mazda, Mitsubishi, Suzuki, Isuzu, Subaru, General Motors, and Chrysler have agreed to replace or repair seat belt buckles in 8.4 million vehicles. All the belts are manufactured by the Takata Corporation of Japan.

Even with today's announcement, I urge all Americans to buckle up. Remember seat belts save 8,800 lives every year, and they prevent 161,000 people from being injured.

As you know, the National Highway Traffic Safety Administration has been investigating the Takata seat belts for nine months. The investigation showed, and the automakers acknowledged, that buttons in these buckles have broken and others may break in the future.

(More)

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

Even with today's announcement, I urge all Americans to buckle up. Remember seat belts save 8,800 lives every year, and they prevent 161,000 people from being injured.

As you know, the National Highway Traffic Safety Administration has been investigating the Takata seat belts for nine months. The investigation showed, and the automakers acknowledged, that buttons in these buckles have broken and others may break in the future.

If the buttons break, the seat belt may not operate properly, creating a safety risk.

So this problem will be fixed and Dr. Martinez will give you the details on how it's to be done.

I want to commend the automakers that have agreed to conduct this recall for their cooperation. NHTSA's job is to regulate. The regulatory process can either be done in a long, drawn out way, or it can be done with a spirit of cooperation.

Today's announcement was done very much in a cooperative way, and I appreciate that. This is an example of how government should function -- using a common sense approach -- and how President Clinton wants it to function.

You know, it's hard for me to believe some Americans still don't fasten their belts -- even though it's the law in 48 states and the District of Columbia.

And believe me, we've made progress in this country, largely because of those state laws. In 1982, before the first seat belt law was passed, only 11 percent of Americans buckled up. Now, 67 percent do.

I look forward to the day when everyone does. This is, after all, Buckle Up America Week, and we should all do it every day, every week of the year.

So today, with the cooperation of the automakers, we're serving the public well. I thank the NHTSA staff, who have done a terrific job and who've worked so hard on this.

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5.10

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
METRO GRANT AWARD
ROSSLYN METRO STATION, ARLINGTON COUNTY, VIRGINIA
MAY 24, 1995

Good afternoon. Today, I'm happy to carry out one of the most enjoyable duties of my office: awarding money for vital new transportation improvements.

I have some outstanding supporters of transit to help me do it.

First, Representative Jim Moran, who has fought in Congress for the transportation funding that Northern Virginia and the entire Washington area need to prevent gridlock.

We also have three members of the Arlington County Board -- Chairman Albert Eisenberg, who has long been active in transportation through his work with the Surface Transportation Policy Project...

...Mary Margaret Whipple, also a member of Metro's board...

...and Jim Hunter, who also serves on the Metropolitan Washington Council of Governments' Transportation Planning Board.

We have my hometown mayor, Patsy Ticer of Alexandria -- who is President of the National Association of Regional Councils.

(More)

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

We have on hand Rick Simonetta, the Chairperson of the American Public Transit Association. Rick is also the General Manager of MARTA, the transit system in Atlanta -- America's Olympic City.

And we have Larry Reuter, the General Manager of Metro here in Washington, who has helped to lay the groundwork for this system's revival.

They've all joined me to award an $800,000 Livable Communities initiative demonstration grant to Metro. These improvements, which are being supported by the Arlington County government and Rosslyn Renaissance with a $200,000 match, will make the Rosslyn Metro Station a far more attractive and customer-friendly place.

That will not only draw more riders to Metro -- but also make the entire area a more pleasant place to live -- to work -- and to shop.

We're proud of the Livable Communities effort and what it's doing to restore America's neighborhoods.

In spite of its success, this program is endangered -- together with so many other crucial transportation initiatives.

That's because Congressional Republicans have forced through budget proposals for 1996 that slash transportation investment.

This chart behind me shows the facts: if transportation spending were to continue increasing at the current rate, it would total $212 billion over the next five years.

The next line shows how the President's budget cuts fat to save $22 billion and reduce spending to just $190 billion. This budget carries out our proposed reorganization of the Department of Transportation -- a reorganization that dramatically cuts administrative costs and makes DOT a leaner agency that will serve the public more efficiently.

But the Congressional budgets go beyond that to hack away at muscle. For example, the Senate budget amount is $47 billion below what it would have been.

Let's look at what that means.

Here in the Washington area, it would drastically cut money for new buses, trains, and other needed equipment.

(More)

It also would end transit operating assistance -- costing Metro nearly $15 million a year. To make up that shortfall, Metro is going to have to either cut service -- or increase fares by about $150 annually for every working couple that rides the bus or train. That's *on top of* the fare increases already proposed for next month.

Many of Metro's riders are in working families: *how on earth are they going to pay hundreds of dollars more each year?*

And it's not just Metro riders who will feel the pinch. Every transit rider who gives up on the system and drives puts another car onto our already-crowded roads.

What's happening in this area is true around the country. The Congressional budget proposals are *so* radical that by 1997 there won't be *any* money for new transit, highway, or airport projects.

Every penny will go to paying for projects already under construction, or to maintaining such vital services as Coast Guard rescue operations and airplane safety inspectors.

So we could forget about making the road and transit improvements that Northern Virginia, Maryland, and the District need to keep up with growth.

I don't think that Americans want that. And I *know* that they *don't* want congested roads, crowded airports, and closed transit systems.

They *do* want the deficit to be controlled -- and the President's budget does that responsibly -- in ways that protect working Americans.

The Congressional proposal *doesn't*. <u>It means tax cuts for the rich and hidden tax increases -- like fare hikes -- for working families.</u>

We want to enact a budget that sensibly controls the deficit without putting Americans' mobility, safety, and prosperity at risk.

That -- and not harsh budget-cutting blindly driven by ideology -- is what the American people want -- and need.

# # # # #

STATEMENT OF
FEDERICO PEÑA
SECRETARY OF TRANSPORTATION
BEFORE THE
SUBCOMMITTEE ON AVIATION
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
CONCERNING INTERNATIONAL AVIATION AGREEMENTS
MAY 24, 1995

Good morning Mr. Chairman and Members of the Committee. I appreciate this opportunity to discuss one of the most important transportation and economic issues for the United States -- international commercial aviation -- and recent developments with respect to our efforts toward expanding and liberalizing our aviation agreement with the U.K.

I welcome this opportunity because it enables us to examine where we have been, where we are today, and, most critically, where we are going with respect to international aviation. It is important that the discussion of any particular aspect of our policies or any individual negotiation be considered in the broader context of our overall goals and strategy for expanding services for the traveling public, for increasing opportunities for our aviation industry and the cities they serve, and for creating the most efficient and dynamic aviation system possible.

When I became Secretary of Transportation, the situation confronting us in international aviation was daunting. Major problems existed between foreign aviation partners and the United States, and the situation was getting worse. The French had renounced our bilateral aviation agreement, with the possibility that they could reduce services between our two

countries at any time. The Germans had become exceedingly unhappy with our relationship and were threatening renunciation. Japan was indicating that it might take steps to limit our carriers from exercising their rights and to limit future growth in service.

No progress had been made despite countless rounds of talks with Canada about liberalizing air service in this, our largest international aviation and trade market. Overall, no new significant service opportunities were becoming available to our carriers. Furthermore, the United States was operating under a 17 year old international aviation policy. We merely reacted to events out of our control.

Coupled with those problems, our aviation industry was experiencing disastrous financial results, particularly in the international sector. The U.S. had just lost two major airlines, including our dominant international airline -- Pan American. Three more major airlines were in bankruptcy at the beginning of this administration. In 1992, the U.S. aviation industry recorded its third straight year of huge losses. In 1992, we saw an operating loss of $2.4 billion. The international sector, which accounted for approximately one-fourth of our airline industry's business, was registering over half of this loss, $1.3 billion. These financial results were weakening our industry and diminishing its competitive advantage in the international marketplace.

These circumstances did not bode well either in the short term or long term for U.S. international aviation interests. Something had to be done, and we immediately set to work on the problems.

Right from the beginning, this Administration worked to assist the recovery of the U.S. aviation industry. With the support of Congress, we established the Commission to Ensure a Strong and Competitive Airline Industry -- almost immediately on taking office -- and we have already acted on more than 80% of its recommendations.

The Administration took major steps to address the national deficit problem. The resulting economic recovery and period of expansion have done more than anything else to assist the economic recovery of the U.S. airline industry. In turn, our airline industry's financial recovery has strengthened its ability to compete in the international aviation market.

And we are seeing results: Last year more than 555 million passengers flew in the United States, up 8% from the year before. Revenues, traffic and load factors are all up. None of our major airlines is in bankruptcy. Most importantly, in the international sector, our industry has turned the corner and reported an operating profit of $500 million for 1994, and the profit picture is improving further. Airline analysts project that 1995 will be a good year. Also, the U.S. share of the growing international market is up to 53%.

To anticipate the rapidly changing environment in aviation, we conducted the first comprehensive review of our international aviation policy since 1978. This culminated in the adoption of our International Air Transportation Policy Statement last November. In developing our policy statement, we placed considerable emphasis on evaluating the economic forces in the marketplace, how those forces are shaping the evolution of the industry, and how our policies should relate to those developments to enhance the opportunities and economic prospects for our industry, communities and the traveling public.

In one area -- code-sharing -- we undertook the first comprehensive study to understand the effects of this major marketing practice and to quantify the impact on competition in the market.

In our policy statement, we laid out our broad and fundamental policy goals and objectives. We announced initiatives that we would pursue to achieve those goals. And we indicated how we would respond to countries with differing levels of interest in liberalization and opening up market opportunities.

Our goal is to encourage the expansion of service in light of market demand and the development of the most efficient and competitive international airline operations. Enhanced competition and greater service opportunities will lead to significant benefits for travelers, shippers and communities, greater general economic development, and greater financial rewards for carriers and their employees.

We outlined more specific objectives designed to meet this goal and to serve as the basis for developing our positions for international negotiations. They include the following:

* Increase the variety of price and service options available to consumers;

* Enhance access of U.S. cities to the international air transportation system;

* Provide carriers with unrestricted opportunities to develop types of service and systems based on their assessment of marketplace demand;

* Ensure that competition is fair and playing field is level by eliminating marketplace distortions such as state subsidies;

* Encourage the development of the most cost-efficient and productive air transportation system that will be best equipped to compete in the global market at all levels and with all types of service.

Our stated commitment to these goals and objectives has provided the basis for us to pursue a number of initiatives that are already demonstrating the validity of our policy and bringing enormous benefits to the United States.

Today, our airlines are doing well in terms of share of the international aviation market. Regional maps showing our carriers' market share in the largest country markets demonstrate this point. In the Western Hemisphere, our carriers have a strong position, particularly in the two largest markets -- Canada and Mexico -- which together account for half of the total traffic in this region. Our carriers have 67% of the Canadian market and 58% of the Mexican market. To Central and South America, our carriers have 60% of the traffic. In Europe, in the three largest markets -- the U.K., Germany and France -- which account for two-thirds of

all traffic between the United States and Europe, our carriers have almost 52% of the total traffic, with 45% of the British market, 58% of the German market and 64% of the French market. In Asia and the South Pacific, U.S. carriers have 61% of U.S.-Japan traffic, and this single market accounts for over half of the traffic from the Far East and South Pacific.

In February, we signed a breakthrough agreement with Canada that is immediately expanding service and fare options between our countries and will result in a fully open air service regime. Scores of new services have already begun. Every one of our major carriers has new services between the two countries. In short, there will be more service, greater efficiency and better fares. Consumers, cities, airlines and both nations all gain. Estimates of the value of this agreement to our economy have been in the range of $15 billion per year.

We have also made progress in reaching open-skies agreements with nine European countries which will also allow our carriers unlimited access to provide direct service, either on their own or under a commercial arrangement with the foreign carrier, or indirect service under a code-sharing arrangement with carriers of third countries.

These steps have resulted in new opportunities for our airline industry. They will bring greater operating efficiencies for our carriers and enable them to maintain their competitive edge in the international marketplace.

Building on this progress, we have indicated our willingness and determination to pursue open skies and liberalization with other countries. As part of our 1994 agreement with Germany, we are committed to working toward an open skies agreement with that major trading partner. We recently held talks with Poland. While no agreement was reached, significant progress was made and I remain optimistic about the liberalization of that market in the near future. And we continue to seek expanded service opportunities and reliance on market forces in developing regimes with the new governments in eastern Europe.

In Latin America our position has improved dramatically as that market has grown rapidly and our carriers have strengthened their position. We have just concluded an agreement with Peru which will allow for a substantial expansion of service between the two countries.

At the same time, despite enormous efforts, and I might add a great deal of frustration for me, some of our attempts to achieve greater liberalization of our international aviation markets have not yet met with any success. At the top of this list is the United Kingdom.

I believe that it is widely known that ever since I became Secretary I have not been satisfied with the existing air service agreement with the United Kingdom that this administration inherited. I have repeatedly said that it is our most restrictive air service regime, with all of its restrictions on service frequencies, airports and carrier designations.

A brief review of the history of our bilateral relationship with the U.K. underscores the difficulties with this relationship. In the mid-1970's the British renounced our aviation agreement and the U.S. Government was confronted with reaching agreement on a new regime or facing reductions in service between the two countries. In 1977, the U.S. Government reluctantly agreed to a restrictive and structured air service regime known as Bermuda II, which is fundamentally the regime that governs air service today. During the 1980's, the U.S. was able to secure limited opportunities for new service on a reciprocal basis, but the stringent structural constraints of the agreement continued to hamper the development of market-oriented service. This is particularly due to Annex II, which created a mechanical formula for setting frequencies that carriers are allowed to operate on each route. Then in 1991, the United States was confronted with the need to replace our two carriers at Heathrow given the precarious financial condition of Pan American and TWA and their decision to sell their operating rights to London. The British took this opportunity to require us to negotiate and pay for succession rights, an unprecedented step in bilateral history. From these negotiations, the British secured additional operating rights, including their current extensive right to code share. While the U.S. was allowed to replace our carriers at Heathrow with American and United, we did not obtain significant additional opportunities to offset the new rights obtained by the British.

In 1992, USAir and British Airways proposed a massive $750 million investment and ownership proposal. When this administration took office, we made it clear that the original, massive investment package would not be approved because it did not comport with U.S.

investment law. British Airways and USAir broke the investment into three tranches in order to fall within the legal constraints and we had no choice but to approve it. Obviously, this package played a significant role in the strengthening of USAir and its 40,000 employees and permitted British Airways to use code share rights. When we approved the arrangement, I indicated that I wanted to liberalize the bilateral agreement and I went to London to meet with Mr. McGregor. We issued a joint statement committing to achieving a liberal aviation agreement within one year. In early 1994, it became clear the British would not liberalize the agreement because their desire to invest in USAir had waned in light of USAir's financial condition. At that point, when it was clear they would not move forward, I considered renouncing our aviation agreement. But it was clear that the issue was so divisive that I could not get sufficient support from our airlines and cities. It was then that we began to consider incremental deals.

The recent negotiations reflect our policy statement's recognition that there are countries like the United Kingdom that are unwilling to take major steps to open up our air service market. Our policy statement indicated that we would consider transitional agreements with a phased removal of restrictions and liberalization of the air service market or sectoral agreements, such as cargo or charter services. Both of these approaches are attempts to achieve some progress rather than allowing a service regime to stall and remain static.

We also recognized that we would have to address limited, ad hoc proposals for specific new services. These could be in the form of extra-bilateral authority or, as we are having to deal

with pertaining to the U.K., in the form of amendments to the existing bilateral agreement. In either case, our willingness to agree to such a proposal should be determined on the basis of the standards outlined in our Policy Statement. The applicable standards are:

* Whether approval will increase the variety of pricing and service options available to consumers;

* Whether approval will improve the access of cities, shippers and travelers to the international air transportation system;

* The effect of the proposed transaction on the U.S. airline industry and its employees; and

* Whether the transaction will advance our goals of eliminating operating and market restrictions and achieving liberalization.

With this background, I would like to review the situation with the U.K. negotiations. There are two aspects of this I would like to address. First is the appropriateness of the elements under consideration in the immediate package. Second is the effect of reaching agreement regarding a limited package of rights on the feasibility and timing of achieving our long-term objective of complete liberalization of the market.

The items under consideration in the immediate package are formalization of open rights for all U.S. and U.K. carriers between U.K. regional airports and the U.S., greatly expanded code-sharing opportunities for all U.S. carriers, very limited access to U.S. government-financed traffic for the USAir-British Airways code-share alliance (U.S. carriers already enjoy access to British government traffic), additional frequency authorizations for British Airways in the Philadelphia-London market, and a Chicago-London operation for a second U.S. airline. Chicago is the largest U.S. gateway without authority for two U.S. carriers and is close to

reaching the threshold of 600,000 annual passengers that would allow us to designate a second carrier. Thus, the elements of the deal have benefits for a number of U.S. carriers.

In addition, we have also discussed with the U.K. an agenda for the next round of talks and a timetable for beginning such talks. The agenda items for that round would include the very significant items of cargo, pricing and charter liberalization, limited additional access to Heathrow and/or Gatwick for U.S. and U.K. carriers and additional access for U.S.-U.K. alliances to U.S. government-financed traffic. While we would have preferred to include some additional access to Heathrow and Gatwick in the first phase, that would have significantly imbalanced the deal in our favor and the British would not agree.

Agreement on specific scope, limits or conditions on elements in the immediate package have not been reached, and therefore I do not want to discuss specific aspects of these elements at this time. Rather I would like to consider the nature of the package, how it comports with our policy as I outlined above, and how it fits into our longer-term strategy.

First, the elements in this package are limited, particularly when compared to the overall level of service between the two countries and the revenue value of the U.S.-U.K. market, which is more than $5 billion. Second, the additional service and marketing opportunities will enhance competition in the marketplace and provide desired additional access to the international air transportation system for travelers and shippers. Third, I will insist that the specific final elements provide a fair balance of benefits for the United States versus the United Kingdom.

That leaves the issue of how agreeing to a short-term package affects our ability to achieve our longer term liberalization objectives. The British position is that they are unwilling to move forward to talks on other areas until the short-term package is agreed. Our position has been that, even if agreement on the immediate package elements is reached, we will not accept the deal unless there is commitment by the British on the agenda and dates for the next round of talks. The British have generally agreed to the agenda items and indicated a willingness to agree to dates for starting second-round talks.

The existing controversy surrounding the U.K. negotiations highlights a more generic problem that I would like to address.

Ultimately, every new agreement must be in the overall best interest of the U.S., irrespective of a particular carrier. The fact that we have numerous international carriers with different service needs and objectives makes it tougher for the United States government to negotiate international air service agreements. The process naturally is more contentious. But we cannot afford to allow the individual interests of one particular carrier to obstruct meaningful progress for the U.S. as a whole and the benefits of expanded services for consumers and cities. As long as the expansion of the marketplace represents a balanced movement forward between the United States and our bilateral partner and it provides progress toward our ultimate goal of liberalization or open skies, we must be willing to move forward.

Our ultimate goal is complete liberalization of the international aviation market. As we stated in our International Air Transportation Policy Statement attempts to slow down or resist the movement toward the development of aviation systems and markets driven by economic factors in order to enhance or protect the competitive position of individual carriers will not succeed. Countries that are not willing to move forward and expand opportunities for their carriers are going to be left in the dust. In the long run, those countries that do not seize opportunities to expand operations for their carriers will weaken the competitive position of their carriers. Our commitment should be to the expansion of opportunities for our carriers and consumers at every opportunity as long as it is done fairly. That is the guiding principle for our negotiations, including those with the United Kingdom.

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U.S. Department of Transportation

News:

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

MEDIA ADVISORY

Contact: Barry McCahill
Phone: (202) 366-9550

SECRETARY PEÑA TO MAKE ANNOUNCEMENT CONCERNING TAKATA SEAT BELT INVESTIGATION

WHAT: The Department of Transportation will make an announcement concerning the National Highway Traffic Safety Administration's (NHTSA) investigation of seat belts manufactured by the Takata Corporation.

WHO:
-- Secretary of Transportation Federico Peña
-- NHTSA Administrator Ricardo Martinez, M.D.
-- NHTSA Associate Administrator for Safety Assurance William Boehly

WHEN: 10 a.m., Tuesday, May 23, 1995

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

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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
Tuesday, May 23, 1995

Contact: Wendy Burt
Tel.: (202) 366-5565

MEDIA ADVISORY

Secretary of Transportation Federico Peña will testify before a Senate subcommittee on the aviation relationship between the United States and the United Kingdom and its relationship to the Clinton administration's broader U.S. international aviation policy.

WHO: Secretary of Transportation Federico Peña

WHAT: Testimony before the Aviation Subcommittee of the Senate Commerce, Science and Transportation Committee

WHEN: 9:30 a.m., Wednesday, May 24, 1995

WHERE: Room 253
Russell Senate Office Building

Secretary Peña also will hold a news conference at the Rosslyn Metro Station to award the Washington Metropolitan Area Transit Authority a "Livable Communities" project grant for improvements.

The Secretary also will discuss the budget cuts proposed by Congress that will result in service reductions and increased fares for users of public transportation in the metropolitan Washington area.

WHO: Secretary of Transportation Federico Peña

WHAT: Present award to WMATA and discuss proposed Congressional budget cuts impacting transit

WHEN: 1:30 p.m.
Wednesday, May 24, 1995

WHERE: Rosslyn Metro Station
Enter off Lynn Street

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5.7

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
BUCKLE UP AMERICA
KIDS AREN'T CARGO
MAY 25, 1995
WASHINGTON, D.C.

Good morning, and thanks for coming out and bringing all these trucks.

I've lived all my life in Texas and Colorado, both states are truck country. But I never thought I'd see the day, where across America, almost half of all vehicles sold are trucks. But almost half are.

They aren't for just hauling and towing -- now we use trucks for basic transportation. When I drive into the garage here at Transportation, I see minivans, sport utilities, and pickups.

What bothers me is this. We go to such an extent on engineering these vehicles to make sure they're safe -- with seat belts; or adding air bags, or better impact protection, or anti-lock brake systems.

But what good is a seat belt in the cabin, when kids are riding in the cargo area? Or what good does it do to improve impact protection for the inside, when in an accident passengers are sitting in the open area, and knocked around on the outside?

It may seem obvious that cargo areas are not a passenger position. Yet parents persist in placing children there. Or children persist in wanting to sit there.

Engineering and design changes have helped. Traffic fatalities as a whole are down in the last 10 years. But fatalities in the cargo of pickups aren't down.

(More)

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

On average, over 200 people die each year in the back of a pickup. Over half are kids.

That tells me there are a substantial number of parents who don't realize the problem, who don't understand the importance of protecting their kids, or who think accidents happen to neighbors' children, not to theirs.

And we have a number of states that don't understand the problem, either. Would you believe only 22 states have laws prohibiting carrying kids as cargo -- and many are weak laws. And what about the other 28 states that have no laws?

We need to go beyond engineering changes -- we need to educate and legislate.

I can tell you from experience, education and legislation work. You can change behavior. In 1982, before the first seat belt law was passed, only 11 percent of Americans buckled up. Now, 67 percent do, and I want everyone, every trip, every day, every week to buckle up. Buckling up saves 8,800 lives a year.

Now, in these times of budget cutting, I don't have the money, or resources to change behavior on cargo areas. But I can ask others to join our fight, and together, as partners, we can save lives. So, that's what I've done.

Today, I'm proud to announce we're starting a program called "Kids Aren't Cargo." Joining us -- and they're here and will tell you their roles -- are automakers, dealers, and the National Parent Teacher Association. This is an example of government working as the President wants it to work: in a non-regulatory, creative way.

Together, we'll get the message across: never ever, under any circumstances, let children ride in the cargo area of pickups where there are no seat belts.

With me today is someone who unfortunately knows that. She's Karen Slay, a Lubbock, Texas, housewife and mother of four. Karen began a personal crusade after a pickup carrying 12 children in the cargo bed crashed, leaving eight children dead and four seriously injured.

# # # #

5-6

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
E. H. HARRIMAN MEMORIAL AWARDS
WASHINGTON, D.C.
MAY 25, 1995

Thank you, Bob (Matthews), for that introduction. I'm pleased to join you for this year's Harriman awards.

For more than a century the Harriman name has been synonymous with public-spirited concern for transportation safety -- first under E. H. Harriman himself, and then under his widow Mary, who endowed these awards.

That commitment was carried on in the next generation by his son, Averell, and by *his* wife, Pamela -- now our Ambassador to France -- whom I'll be visiting when I attend a conference of transportation ministers in Europe next month.

The awards that we are about to present symbolize the sense of public responsibility for which the Harriman name is known.

That spirit is reflected in this industry's commitment to safety -- a dedication that's shown by the impressive performances of this year's winners. It's getting tougher and tougher to win a Harriman gold medal.

That's because 1994 was the safest year *ever* for American railroading.

Just a few minutes ago I joined Ed Harper in announcing last year's statistics. Railroad accidents and employee fatalities and injuries were the lowest *ever* recorded.

(More)

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

This improvement came about in a banner year for freight rail -- one that saw business -- especially for intermodal operations -- increase rapidly.

Rail ton-miles grew 8 percent in 1994, to set a record for the eighth consecutive year.

AMTRAK's ridership rose last year, and commuter rail operators around the nation are thriving.

And I'll tell you today that this growth is going to continue, because the Clinton Administration is doing everything it can to promote *all* forms of rail transportation -- freight, commuter, and both conventional and high-speed intercity passenger service.

That's because we believe that rail is a key part of our intermodal national transportation system -- providing the efficient freight movement that's essential for national economic growth...

...the intercity passenger service that relieves crowded airports and Interstate Highways...

...and the commuter rail operations necessary to reduce local highway congestion and air pollution.

These are all crucial national goals, and we support the growth in rail service required to achieve them.

But realizing rail's promise depends on sustaining and improving our commitment to rail safety. I say that because we still face significant challenges.

As we're seeing at today's awards, we've made tremendous progress on employee safety. However, over the past couple of years we've seen several highly-publicized accidents on American railroads.

Moreover, incidents involving trespassers and collisions at highway-rail grade crossings -- the area in which the industry has the least control -- remain unacceptably high.

These problems are a wake-up call to all of us -- in industry and in government -- a warning that we can't rest on the improved safety record of the last 15 years -- a warning that the increased traffic from the renewal of our rail system *does* carry risks.

We need to reassure the public that *both* passenger and freight rail are safe.

(More)

We need to show that rail service can be a good neighbor and not an environmental threat.

We need to demonstrate our commitment by pursuing *sensible*, *effective* safety strategies of all kinds -- behavior-oriented and technology-based.

To do anything less would risk the progress we've made in the past, and the future of an industry that is absolutely critical to America's continued prosperity.

The alternatives, frankly, are declining business -- both passenger and freight -- and costly, alarmist restrictions on service.

That's why I'm so happy that you're acting *now*, so that the growth in rail traffic can benefit all of us, rather than increasing risks and safety hazards.

As with our air traffic control system, the true test comes as traffic outgrows existing systems that were developed to handle lower levels of use.

We're already approaching that in some rail corridors as the traffic growth of the post-Staggers Act era strains existing capacity.

Of course, we know the limitations.

We can't close each and every one of America's 280,000 grade crossings...

...we can't fence off all 140,000 miles of track...

...we can't always have dedicated rights-of-way for each type of service.

But we can strive for zero accidents and zero injuries and fatalities in rail operations.

We can -- *and must* -- make substantial further improvements in safety -- through public education, through advances in technology, through voluntary initiatives, through partnerships with industry, and through regulation where it's necessary to protect the public.

Under Jolene Molitoris's outstanding leadership at the FRA, we've taken a series of steps over the past two years to improve rail system safety.

We held a landmark rail safety summit last September that brought together representatives from every sector of the industry to develop an action-oriented agenda for safety.

(More)

We implemented comprehensive drug and alcohol testing requirements to ensure that all rail employees are sober while working -- following up on the work that the rail industry itself has done through Operation Red Block.

We proposed a highway-rail grade crossing action plan with *55* specific recommendations for improving safety -- strategies that focus on consolidations, improved warning devices, law enforcement, and public education activities such as the "Always Expect a Train" campaign we've initiated with Operation Lifesaver.

We cooperated with freight railroads in Houston to develop Operation Respond -- a pioneering effort to create emergency response programs, to develop better passenger safety procedures, and to allow local authorities to respond more effectively to incidents involving hazardous materials.

We've supported new technologies, such as communications-based train control systems, that can increase system capacity, efficiency, and safety -- and encourage the work that companies such as Burlington Northern and Union Pacific are doing in this area.

And we're laying the foundation for new partnerships and results-oriented initiatives in this industry that move us away from command-and-control and towards cooperation and trust.

Just last week I joined Jolene and rail management and labor groups in executing an agreement that forms the basis of a negotiated FRA rulemaking to protect roadway workers -- the first such rulemaking ever for the rail industry, and the forerunner of more to come.

These and other measures will create more success stories. They won't appear on television like a spectacular derailment or collision, but they'll be real news just the same: the story of an accident prevented, of a life saved.

The partnerships involved in these efforts are the key to their success and will be part of any future breakthroughs in eradicating the safety risks that were once thought to be inherent in the railroad industry.

Meeting our safety challenges will also free us to pursue another goal: the continued restoration of American railroading -- both passenger and freight -- to its proper place in our transportation system.

America's railroads are, *and will continue to be*, a vital, thriving element of the national transportation system of the future.

(More)

As we develop this system, we must keep the safety of the traveling public and the transportation worker foremost in our minds.

This sense of responsibility for safety -- for oneself and for one's fellow workers -- is a crucial part of railroading's professional ethic.

That's why the Harriman awards have such great prestige throughout the railroad industry.

This afternoon's awards are for *genuine* achievements -- measurable, objective progress which has saved lives and averted injuries.

But although this is a competition and awards are given, there are *only* winners here today; there are *no* losers in the effort to improve rail safety every day.

We should take pride from these achievements, and a renewed determination to do even better in the future.

I look forward to continued progress on rail safety during 1995 and for years to come.

Again, my congratulations to today's winners. Thank you.

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5.5

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
RAIL SAFETY PRESS CONFERENCE
WASHINGTON, D.C.
MAY 25, 1995

Thank you, John (Hartnett), for that introduction. I'm happy to join you and Ed Harper here today, because the American Association of Railroads shares the credit for the progress on rail safety that I'm about to announce.

1994 was the safest year ever on America's railroads. That's a tribute to the commitment to safety of the rail industry's management and labor unions, and the partnerships they've forged with government.

The Federal Railroad Administration's preliminary data for 1994 show that the number of railroad accidents decreased by 4 percent from 1993 to '94 -- to 2,504.

To give you some historical perspective, in 1978 -- the worst year since the current system of record-keeping began two decades ago -- there were nearly *11,000* accidents.

The accident rate decreased even further: an 11 percent drop -- from 4.3 accidents per million train miles to 3.8 accidents. That's a decrease from the 1978 level of more than 14 accidents per million miles.

The number of employee injuries and deaths also dropped significantly.

From 1993 to '94, employee injuries dropped from 15,410 to 13,080 -- a 15 percent decrease.

The employee injury rate declined nearly as much -- from 5.9 in 1993 to 5.1 last year, a 13 percent drop.

Employee deaths reached a modern-era low of 31 -- a 34 percent decrease from the previous year's 47.

(More)

And passenger fatalities last year totalled just 5, compared with 58 the previous year -- an abnormal year that saw the tragic Alabama incident in which a barge smashed into a bridge and derailed an AMTRAK train.

The only areas that were largely unchanged during 1994 were highway-rail grade crossing collisions and trespasser incidents -- together, the cause of 90 percent of rail-related fatalities.

Last year 529 people trespassing on railroad property died when they were struck by trains, and another 1,500 were injured.

615 people died in collisions at highway-rail grade crossings, and nearly 2,000 more were injured. Most of these occurred when drivers either ignored warning signals or recklessly drove around lowered gates to beat trains.

We find these deaths to be especially tragic because -- although they're largely beyond the control of railroads and government -- they're easily preventable through personal responsibility.

We're working with industry, law enforcement, and safety groups to consolidate grade crossings, to develop new warning systems, and to educate the public.

The overall progress we've had on safety came about in a banner year for railroads, one which saw the highest levels of freight traffic ever, and growth on both AMTRAK and commuter railroads.

That we've made such advances is attributable to a variety of factors. America's railroads have put safety first, implementing programs to improve worker and passenger safety.

We in the Clinton Administration are doing our part -- supporting the new technologies, such as communications-based train control systems, that can increase safety and efficiency...

...carrying out public outreach programs in cooperation with groups such as Operation Lifesaver to educate people about the dangers of highway-rail grade crossings and walking or playing near railroad tracks...

...and working in partnership with railroads and unions to develop regulations that do the job -- that make sense -- and that move us away from command-and-control and towards cooperation and trust.

(More)

Just last week I joined Federal Railroad Administrator Jolene Molitoris and rail management and labor groups in executing an agreement that forms the basis of a negotiated federal rulemaking to protect track workers -- the first such rulemaking ever for the rail industry, and the forerunner of more to come.

That spirit of cooperation is something we want to expand upon, because it will be the key to any future breakthroughs in eliminating the dangers that were once thought to be inherent in railroading.

Meeting our safety challenges will free us as well to pursue another goal: the continued restoration of American railroading -- both passenger and freight -- to its proper place in our transportation system.

America's railroads are, *and will continue to be*, a vital, thriving element of our national transportation system.

As we develop this system, we must keep the safety of the traveling public and the transportation worker foremost in our minds.

I look forward to continued progress on rail safety during 1995 and for years to come.

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FINAL

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TALKING POINTS
PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
FTA CHILD SAFETY DAY
MAY 30, 1995

draft 1 -- 4-5 minutes (by Ilene)

- We have all ages here. Who is in high school? (Raise your hands.) Who is in junior high? Who is in elementary? And who is from the day care center? I have two little girls and they go to pre-school.

- We also have a lot of adults from the Department looking on -- and I hope they listen in. I want to talk to the students, but what I say applies to them, too.

- Has everyone met Kemry? Kemry is my helper. Kemry speaks a lot of different languages. ***(Mr. Secretary -- he speaks Spanish, so ask him something in Spanish).***

FINAL

- Want to discuss 3 rules on the escalators and then 3 rules on the train.
- Escalators

1) <u>Never Play</u> -- Who plays basketball? Would you dribble ball?

2) <u>Don't Slide Down Handrails</u> -- Has anyone ever tried doing that? Kemry have you ever tried? I tried once and found out it makes a lousy slide anyway.

3) <u>Don't Wear Any Loose Clothes</u> -- What can get caught? Shoelaces (so make sure they're tied) ... boots ... Point to remember on escalators: they're automatic. They can't stop.

- Trains

FINAL

1) <u>Never Play on Platform</u> -- Do you stand at the edge, or behind the warning lights when you wait? Why?

2) <u>Don't lean on doors.</u> Also, keep your fingers away from doors. Anyone ever touch a hot stove? This is worse -- it'll take your finger right off.

3) <u>Leave seats for those with special needs.</u> If someone is in a wheelchair ... or if an older person has a cane ... make sure you leave seats for them.

- Want to say one thing to the adults. We asked the kids here, because escalator safety is important. Annually, there are about 1,300 injuries on escalators -- and unfortunately that number keeps

rising. Five years ago, it was half that amount. We can do better.

- This week, I'm hosting a Child Safety Summit, bringing in hundreds of public officials, manufacturers, educators from around the country to discuss what we can do to prevent injuries. We should be very proud at DOT to take on this issue.
- Thanks kids. You've been so good, I have Kemry coloring books to pass out. My two girls love to color, so if Kemry doesn't mind, could I take two home for them.

# # # #

5.3

U.S. Department of Transportation

News:

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

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

STATEMENT BY SECRETARY OF TRANSPORTATION
FEDERICO PEÑA
BLUE RIBBON PANEL ON CHILD PASSENGER SAFETY

May 30, 1995

The Blue Ribbon Panel on child passenger safety is an excellent example of industry and safety groups working together to bring about meaningful improvements in highway safety.

Tragically, hundreds of children are killed on our highways every year. Implementing the report's findings will lead to greater child safety seat use, better parent education and fewer fatalities.

My thanks to the participants for their hard work, and special thanks to Phil Haseltine of the American Coalition for Traffic Safety for his leadership. As we hold our "Moving Kids Safely" conference this week, the Department of Transportation looks forward to reviewing the recommendations and acting on them quickly in the best interest of the American public.

# # # # #

FINAL

5.2

FP -- Press Conference -- Adams Elementary School
MAY 31, 1995
WASHINGTON, D.C.
draft 1 -- 7 minutes (by Ilene)

- Good morning. Glad to see so many parents and teachers, but I just want to talk to the students today.
- Understand you've been preparing for my visit. Does anyone know what I do? Raise your hand.

  -- Who do I work for? Hint: lives in White House
- What I do for the President is watch over transportation industry in this country.
- You're about to start a long vacation. What kind of transportation will you use this summer? (Car trips, flying, biking, boating...) My job is to make sure our planes and cars and trains run safely. I can't do job alone. I can make sure we <u>build</u> vehicles right, but <u>you</u> have to <u>use</u> them right.
- Examples:

  1) Seat Belts -- Who knows the rule?
  2) Bike Helmets
  3) Crossing the street
  4) Trains
  5) Life jackets

- President Clinton and I are so concerned about he safety of kids that tomorrow we're holding a big meeting. People from around the country are coming to Washington to talk about moving kids safely. There have been too many accidents involving children, and we want to prevent accidents.

- Now, who knows what an <u>ambassador</u> is? You represent somebody. It's an important job. Want to ask if all of you would be my <u>ambassadors for transportation safety</u>. Here's how it works:

  -- your friend is riding bike without helmet, what do you do? Raise your hand.

  -- your mom forgets to buckle her seat belt? what do you do?

  -- who has other ideas?

- I think we need a <u>chief ambassador</u>, so Mr. Topps (the principal) could you please join me. I'm very impressed

with how much your students know. You and the teachers are doing a good job ... want to present you with plaque, awarding you title of Chief Transportation Ambassador. **(Present plaque)**

- Chief Ambassador, I understand we're going to a transportation fair outside, and we'll see displays. I brought some helpers along for you to meet at the fair.

  -- Jolene Molitoris, trains

  -- Dr. Martinez, cars, bikes

  -- Larry Schulman, buses, subways

  -- Capt. Tony Stimate, boats

<u>Music in background</u>

- Does anybody like football? How about the Redskins? With football season around the corner, I thought it would be good to have an all-star safety team. Everyone please stand and welcome:

-- On behalf of water safety, give a hand to PFD Panda

-- Representing aviation safety, Air Bear

-- For highway safety, give a hand to Vince and Larry

-- To make sure you're safe around metrorail, escalators, and elevators, Safe T-rider.

- Now, the star of the team, number 40 from the Washington Redskins, running back Reggie Brooks.

(hand microphone to Reggie, sit in VIP Seating)

# # # #