6:86 FINAL

DOT OFFICIALS BUDGET TALKING POINTS
(As of August 1, 1995)

* Building on POTUS's deficit reduction success to date, both POTUS and Congressional GOP are committed to balancing the budget -- but there's a *right way* and a *wrong way* to do it.

* *The right way:* In my field of transportation, POTUS emphasizes **cutting bureaucracy and red tape** and **giving states and localities greater decision-making authority and flexibility**. Important because cuts *are* necessary to cut the deficit -- POTUS proposed $23 billion in transportation cuts over next 5 years -- but they must be fair and balanced, and empower states to make better use of limited funds.

* *The wrong way:* House GOP increased highway investment for 1996 -- but **cut almost every other area of transportation**. Transit cut by over $600 million -- with an operating cut of $100 million more than POTUS's budget that will force fare increases and service cuts -- driving riders back into their cars, worsening traffic congestion and pollution. GOP plan would force massive future transportation cuts -- $8 billion more than POTUS budget over next 5 years, and $15 billion more over 7 years. Transportation isn't the only area being cut:

☞ **POTUS: $40 billion increase in <u>education and training</u> investment.**
GOP: cut $36 billion, end AmeriCorps, Goals 2000 and slash Head Start, Drug-Free Schools.

☞ **POTUS: reduce <u>Medicare and Medicaid</u> costs through health care provider reform.**
GOP: cut twice as much -- and force seniors to pay up to $5,600 more per couple.

☞ **POTUS: reform regulations, safeguard <u>environment, public health and safety</u>.**
GOP: cut environmental spending by one-third, gut worker and consumer protection laws.

☞ **POTUS: invest in <u>technology</u> and innovation to make America more competitive.**
GOP: end public-private partnerships that produced Internet, IVHS/ITS, biotechnology.

☞ **POTUS: protect working families by <u>targeting limited tax cuts to education</u>.**
GOP: cut Earned Income Tax Credit, raise taxes on 14 million working families.

* POTUS: **invest in people, target tax cuts to working families, balance budget in 10 years**. Lets us invest in people, avoid choking off economic growth. *The right way.*

* GOP: promises to balance the budget in seven years, **cuts taxes $245 billion -- mostly for the rich. Puts America at risk** -- *and* a top private economist recently forecast that it also would **raise interest rates and slow growth**. *The wrong way.*

* POTUS's plan makes sense -- based on mainstream values -- a traditional consensus threatened by a partisan, extremist agenda that undermines our most basic values of fairness -- opportunity -- and responsibility to our families and communities.

Still not too late. Now in a great debate about what kind of a nation we're going to be in the 21st century. Hope all Americans take part in this debate so we can reach common ground on the budget and build a better world for our children.

6.85

U.S. Department of Transportation

News:

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

Contact: Steven J. Akey
Tel: 202-366-4570

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTAITON FEDERICO PEÑA
ANTILOCK BRAKES SYSTEM
WASHINGTON, D.C.
AUGUST 2, 1995

My first car was a '57 Chevy. Like many of you, when I learned to drive, I was taught to pump my brakes, especially in slippery conditions. Of course, with antilock brakes, you do just the opposite: you put your foot down on the pedal as hard as you can, and you keep the pressure on -- you don't let up.

So we're here for one reason: to help Americans break their braking habits.

With everyone's help, we can re-educate Americans and get the benefits ABS brings to drivers in better control, and greater steerability, and keeping the vehicle from sliding.

We have a job ahead of us. According to the American Automobile Association, only half of all drivers properly use ABS.

That's troubling when we have 15 million ABS-equipped cars on the road -- and it's growing every day. In the last model year, half the cars sold were ABS-equipped.

And more than 80 percent of minivans, sport-utilities, and pick-ups sold today have them.

The great irony is that customers want this feature and pay extra to have it. Washington did not tell Detroit to put ABS on these vehicles. Automakers, and they deserve great credit for this, did it because customers want safety features.

- more -

But when you sell safety, you have to explain safety. Having ABS on cars and not using it properly is like having a seat belt and not wearing it. Nobody benefits.

I'm glad the dealers are here to help explain it. Many times customers come in for service thinking something is wrong with their brakes when ABS makes noise (not knowing that is what ABS is supposed to do). So, it could save you some unnecessary service calls.

As a consumer, I feel there's a more basic problem: not knowing if cars even have ABS. In some vehicles, when you start the engine, a yellow light on the dashboard shows it's ABS equipped, and I encourage drivers to notice this.

One final point: the slowest link in implementing new technology is usually us. I just bought a new computer, and I've lost a few documents already learning to use it properly.

In the case of ABS, the process isn't to educate, as much as it's to re-educate. With everyone's help we'll re-educate drivers and make all the roadways of our country safer.

Thank you.

# # # #

U.S. Department of Transportation

News:

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

Contact: Steven J. Akey
Tel: 202-366-4570

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SALT LAKE CITY GRANT ANNOUNCEMENT
WASHINGTON, D.C.
AUGUST 2, 1995

Good morning. I'm here today with Federal Transit Administrator Gordon Linton, Mayor Dee Dee Corradini of Salt Lake City, and Steven Randall, President of the Board of Directors of the Utah Transit Authority.

Mayor Corradini, I remember when I was a mayor, and we competed against Salt Lake City to have the Olympics in Denver. I always said if Denver wasn't selected, we'd work with Salt Lake City to make sure the Olympics came to the Rockies. I know how long you've pursued this, I'm thrilled for you, and the Salt Lake City Winter Games of 2002 will be good for the west, indeed for the whole nation.

You'll bring 100,000 to 150,000 visitors per day to the area; 4,000 athletes from 80 countries; the world will be watching on television; and it will be a great boost to the western states -- just as Atlanta's Olympics are a showcase for the South. As one of the Las Vegas papers said in a headline: Salt Lake Gets The Gold; Las Vegas Gets The Green.

As Transportation Secretary, I'm in a different position to help you, Mayor. We're here to announce that just seven weeks after you were selected -- seven weeks -- the Clinton Administration is investing $241 million to build a 15-mile light rail transit system. This will be matched by $71 million of local funds.

If this doesn't set a world speed record in building Olympic transportation, I don't know what does.

The system will have two purposes:

- more -

First, to serve your city, before and long after the Olympics. For 10 years you've wanted this. It will have 21 stops -- at four major malls; through the heart of the business district; at Delta Center, where the Jazz play; at the convention center; at Temple Square, the largest tourist stop in Utah; and it will be walking distance to just about every hotel. Service will begin December 31, 2000.

Second, the system will help move visitors to Olympic venues. The new line will stop at the plaza where the medal ceremonies will be held; at the figure skating competition and ice hockey venue; at the media center, where 10,000 members of the press will be; and it will be just a few miles to the athlete's village and opening and closing ceremonies.

There are really two news stories today. One is Salt Lake City, but the second is that funds for projects like this could be eliminated in proposals now emerging from Congress.

The House budget resolution called for complete elimination of infrastructure investments in new rail systems. Maybe that's mere rhetoric until we see the numbers, but our country needs to invest in infrastructure, in solid important projects.

In the past year, this Administration has awarded grants for transit projects in New York City; Jacksonville; Pittsburgh; Baltimore; Boston; New Jersey; Chicago; Portland; Atlanta; Los Angeles; Washington, D.C.; and Houston. They're aimed at getting workers to work, or helping cities move visitors who spend money and therefore bring jobs into the local economies.

I'm for balancing the budget. The President's balanced budget plan will balance the budget in nine years. We have 5,000 fewer employees than the day I walked into the Transportation Department.

But, as a former mayor, I can tell you, and I'm sure Mayor Corradini will tell you, we need transit projects.

Mayor Corradini, in Salt Lake City you have a remarkable basketball player -- Karl Malone, nicknamed the Mailman, because he delivers.

Well, this is one check, not sent through the mail, but personally delivered, for a new Olympic transportation record. Thank you.

# # # #

U.S. Department of Transportation

News:

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

Contact: Steven J. Akey
Tel: 202-366-4570

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
FAA WAAS PRESS CONFERENCE
WASHINGTON, D.C.
AUGUST 3, 1995

Today, I am very pleased to announce the award of a $475 million contract to Wilcox Electric, which will team up with Hughes Aircraft and TRW, to build the first Wide Area Augmentation System. This will enable the Global Positioning System to be the primary means of navigation in our country.

This is the beginning of a new era. In the near future, satellites in space will guide how planes take off, fly, and land -- replacing ground-based navigation systems, some of which have been around since the 1940s.

For me personally, this is a very proud day, because with this project, we will not only become the world leader, but we will also help create what experts project to be a $30 billion GPS industry within a decade, generating thousands of new American jobs.

I believe we face the same kind of revolution in navigation equipment that we saw in computers in the '70s and '80s.

While WAAS is designed for aviation, other industries also will benefit, because America's private sector will be able to take advantage of this technology as it evolves and find new applications we can't even imagine. It could potentially benefit trucking and transit, atmospheric research, weather forecasting, and surveying.

From the day I became Transportation Secretary, I've focused on how technology can be better used in our entire transportation system, but especially aviation.

- more -

I wanted to know how we could prepare the Federal Aviation Administration to meet the challenges of the next decade when demand for commercial aircraft operations would grow in double digits. I wanted to know how we could handle that growth safely and efficiently.

It wasn't hard to see the benefits awaiting from GPS. Over the years, the Defense Department has invested $10 billion in GPS, and I knew that we in transportation could profit from it.

In early 1993, I met with Secretary Aspin and we signed a Memorandum of Understanding. Later, I met with Secretary Perry to complete the partnership between Transportation and Defense. The President has challenged us to be innovative and creative, and to work as a team -- and we have.

And we've worked with the Commerce and Interior Departments to speed up GPS implementation for a broad range of civil applications. But we've done this while retaining, and this is very important, the military advantages of GPS for our national security interest.

So with today's announcement, how will American consumers benefit?

First, plane trips will be shorter, because planes will be able to fly more direct routes to their destinations. Not only does it save time, it saves fuel and money.

Second, our airlines and the public will have better access to more airports in this country during varying weather conditions. Today, fewer than 1,000 airports permit precision approaches. With WAAS it could be 8,000 airports.

Third, the public will see fewer delays because the system will safely allow more aircraft to occupy a given airspace without increased risk.

Fourth, WAAS will eliminate the need for much of our ground-based navigation systems, which now cost taxpayers almost $200 million per year to operate and maintain.

Fifth, our airlines will achieve significant savings in terms of both equipment and operating costs, as they shift to satellite-based navigation.

For aviation applications, we need the accuracy WAAS will provide. But there are many GPS applications being used today -- here and now -- that don't need the accuracy.

I know hikers in Colorado use it. Recreational boaters use it. Ships navigating on high seas use it, and they get to their destination more efficiently and with less costly. Bus operators can track their fleets -- again saving time and money. Emergency vehicles use it.

In some automobiles (and this is especially helpful in rental cars when people are on vacation) GPS navigates. If you want to go to Disney World, it tells you to turn left at the interstate. It might even save a few arguments between spouses on where to turn when you're lost.

Beyond, aviation, long-term the benefits to the public of WAAS are as far as the imagination can stretch.

For example, the people tracking hurricane Erin right now, if they had WAAS, they could measure wind direction and velocity down to a few meters, which would better help forecast storm intensity and where the hurricane may hit.

Or buses may use it in the future to tell customers as they wait at a stop that the bus is seven blocks away, and will be there in two minutes.

So, there are many applications, many benefits to the public.

Let me end by saying there are international implications for this system as well. What FAA is doing in the United States is a precursor to a worldwide satellite-based navigation system. Others in Europe and Japan are closely watching, and this puts us in the international lead.

# # # #

6.83

DOT OFFICIALS BUDGET STUMP SPEECH
(August 3, 1995)

I'd like to talk about something that affects every American: the budget deficit. Both President Clinton and the Congressional Republicans are committed to balancing the federal budget and ending the deficits that are consuming our children's future.

That builds on the President's success in reducing the deficit. This will be the third consecutive year that it's dropped -- for the first time since Harry Truman was President.

Although the President and Congress share the goal of ending the deficit, there are significant differences in *how* they want to do it.

In my own field of transportation, the House just passed a spending bill that increases investment in highways -- but unfortunately cuts almost every other area of transportation, including transit, passenger rail, maritime, and aviation safety.

Transit programs would be cut by more than $600 million -- including a cut in operating assistance that's $100 million greater than the President's proposed reduction.

That will force fare increases and service cuts across the country -- driving riders back into their cars, and worsening traffic congestion and pollution.

The transportation budget cuts Congress is contemplating would affect not only our cities, but our rural areas as well.

Indeed, among the hardest-hit would be rural paratransit systems that rely on federal funds to support lifeline services, and small towns that depend on AMTRAK, including the 33 that aren't served by any airline.

[Here in _____, that means _____. *(Local impact insert)*]

That's why -- although the President proposed cutting transportation spending by $23 billion to reduce the deficit -- he made sure that the cuts were fair and balanced.

He focused on cutting bureaucracy and wasteful red tape and on giving states and localities greater flexibility and decision-making authority over federal transportation spending.

That's especially important because Congress's budget plan would force massive transportation cuts in the future -- $8 billion more than in the President's plan over the next five years, and $15 billion more over the next seven.

Transportation isn't the only area facing such devastating cuts. Virtually *every* area is being slashed. Let's look at the facts.

While still balancing the budget, the President proposes to increase investment in education and training by $40 billion, to give Americans the tools to master the new economy.

The Republicans have proposed deep cuts in education -- $36 billion worth -- eliminating the AmeriCorps national service program and Goals 2000 educational standards, cutting 45,000 children from Head Start next year alone, and cutting 23 *million* children from Safe and Drug-Free Schools.

The President would cut Medicare and Medicaid through sensible reforms on health care providers.

The Republicans have proposed more than twice as much in cuts -- cuts that would force our parents and grandparents to pay as much as $5,600 more per couple in out-of-pocket costs.

The President wants regulatory reform that will preserve our ability to safeguard the environment and public health and safety, and protect the gains we've made in these areas over the past 25 years.

The Republicans want to cut environmental protection spending by a third, and gut worker and consumer protection laws.

The President wants to invest in the technology and innovation that allows American workers and businesses to take advantage of the opportunities offered by the global marketplace.

The Republicans want to end the public-private partnerships that have produced the Internet, the revival of our computer chip industry, and the miracle of biotechnology.

The President wants to protect working families by targeting limited tax cuts towards education and training.

The Republicans want to cut the Earned Income Tax Credit that's lifted millions of Americans from poverty, and raise taxes on 14 million working families.

The Republicans have proposed all of this because they've promised to balance the budget in just seven years -- while calling for $245 billion in tax cuts weighted heavily towards the rich.

Not only will this put Americans at risk -- but a top private economist recently forecast that it would raise interest rates by a third and slow growth.

The President's plan -- with its investments in people and limited tax cuts -- would balance the budget in 9 years.

The extra time gives us the flexibility to continue critical programs that make a real difference in people's lives without choking off economic growth.

We need to end the budget deficit -- but we have to do it in ways that don't throw the economy in reverse or that create an education deficit or a technology deficit that cripples Americans' ability to compete.

The President's plan makes sense. It's based on the mainstream values that enabled Americans to emerge from war and depression to build the highest standard of living in history.

That consensus of two generations is now threatened by a partisan, extremist agenda that undermines our most basic values of fairness -- opportunity -- and responsibility to our community.

It's still not too late. As I mentioned earlier, we're now engaged in a great debate about what kind of a nation we're going to be in the 21st century.

I hope that all Americans will take part in this debate, because we need their voices to remind everyone that we are indeed one people, a people with shared values -- values which respect the lessons of the past, and have faith in the future.

Understanding that will let us reach common ground on this budget. Then we can work -- *together* -- to build on the work of those who came before us, and to build a better world for those yet to come. Thank you.

# # # # #

FP -- City Leaders - August 8, 1995
draft 1 -- (by Ilene) -- 18 -20 minutes

Good afternoon, it's good to be in Cleveland, and Mayor, I'd be delighted to come back for the World Series to watch the Indians and Rockies.

I pointed out to Jolene that if the Reds win (should somehow they beat Colorado), we'd have an I-71 series. Jolene immediately pointed out the need to finally build the high-speed rail between Cleveland and Cincinnati. Only a railroad administrator from Ohio would think of that!

I've been in Ohio all morning. I rode the Rapid ... broke ground in East Cleveland for a new Windermere station and pre-school ... saw the tremendous growth downtown ... and the new walkway that Washington helped fund, to the Gateway, which I understand has been used by almost a million people.

Ohio has always been a transportation leader. Going back to the Canal Days ... and the transcontinental railroads ... and the first airplanes of the Wright brothers ... or the NASA Lewis Research Center.

What Ohio has done best, is link transportation to the economy and to jobs. When I think of northern Ohio, I think of the auto industry and the quarter of a million Ohio jobs the auto sector provides.

I work for a jobs-oriented President. Usually, you don't think of Democrats as pro-business, but this President sure is.

Today, I want to talk about our economic and social achievements ... and about how the budget cutting in Washington will impact our future, especially in Ohio.

Achievements

President Clinton is the Eddie Murray of politics. Not a lot of balls out of the park, but solid hitting.

Since he's been in office, businesses have created 7 million jobs ... in Ohio, unemployment dropped from 7 to 4.9 percent.

One and a half million small business have been created nationwide -- the largest number in history.

There are 2.4 million new homeowners ... we see record stock markets ... low inflation ... record profits ... we even have a record number of millionaires, which is good, people are working their way up.

On the social front, the number of people on food stamps -- down. Number on welfare -- down. The crime rate -- down.

The President doesn't get a lot of credit, but from day one, the President's strategy was clear, to make sure we had a sound economic policy.

First, he tackled the <u>deficit</u>:

-- cut by a third

-- 150,000 employees

-- cut red tape (in July, Cincinnati had 100 degree temperature and an ozone alert day, where they encouraged residents to take the bus. That same day, we announced rule changes to help cities in that kind of a situation. Three hours later Cincinnati applied, and the next day, they increased their bus ridership by 18%, resulting in 12,000 fewer cars on the roads.)

Second, the President increased <u>trade opportunities</u>.

-- NAFTA: 1994: exports of auto goods up $850 million.

-- Japanese auto agreement: selling Ohio-made vehicles... and increasing exports for suppliers in Northern Ohio

-- Commerce Department: opened trade office in Cleveland last month

-- Trips: Jolene in Poland ... me with APEC ... Ron Brown took Joe Gorman to China and landed TRW two contracts.

Third, the President opened up new <u>educational opportunities</u>

-- Head Start: fully funded; 5,000 Cleveland children

-- Americorps: 600 Ohioans

-- Loan reforms: a million Ohio students can benefit

Fourth, the President changed the tax laws to reward those who are working.

-- EITC: families with children and incomes under $28,000 pay $1,300 less in income tax.

-- Small businesses: expensing allowance (50,000 in Ohio can take advantage)

Fifth, he tried to deal with our crime problem:

-- 100,000 cops; 430 Ohio communities

-- assault weapons

-- Brady Law (its first year, it stopped 500 criminals in Ohio from buying a weapon)

Sixth, he has tried to make our nation's diversity, a strength:

-- Cleveland understands diversity (look at the head table: a black mayor, a black female head of the Chamber)

-- Affirmative action

-- Cabinet; DOT

Budget Cutting

As much progress as we've made, I believe this may go down as the most anti-transit, anti-education, anti-medicare United States Congress we've ever seen.

Let's take transit. Republicans are subtracting $13 million out of $43 million in transit operating funds for Ohio. Cleveland will lose $3.5 million next year.

To make up the difference, the RTA will either have to raise fares by 9 percent, cut service, or somehow get more efficient.

And Cleveland is lucky -- fare increases needed to make up the cuts in Columbus are 19 percent; Dayton, 21; Akron, 44; Lorain, 735; and Mansfield, more than 1,000 percent.

Look at <u>education</u>. Republicans have voted to cut off 180,000 children from Head Start through the year 2002. Ohio could lose $1.4 billion in education money from now through 2002.

The great irony is just last year, the President expanded Head Start, and he did it with overwhelmingly bipartisan support. It passed the House 393 to 20.

Look at <u>Medicare</u>. The President would cut

Medicare and Medicaid through health care provider reform. The Republicans would cut Medicare twice as much. Over seven years, the combined Medicare and Medicaid cuts would reduce federal health care dollars to Ohio by $16 billion. Each of Ohio's over 1.6 million Medicare beneficiaries -- your parents -- would pay as much as $2,000 more over the seven years. Couples would pay $4,000 more.

Look at the Earned Income Tax Credit, a program that Ronald Reagan once called (quote) "the best antipoverty, the best pro-family, the best job-creation measure to come out of Congress." The Senate cuts in that program would increase taxes for 470,000 working Ohio families by an average of $227 in 1996.

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So the working families of Ohio now will have to pay more in transit fares ... their parents will have their medicare cut ... their children will have to pay more for education ... and to top it off, those low-income working Ohioans will also get a tax increase.

The question we need to ask is: if the President can balance the budget without these draconian cuts, why are the Republicans making them?

The simple answer is, so they can give a tax break, mostly for the rich.

I believe, just as the President does, that we must balance a budget in this country. I have proposed $22 billion in transportation budget cuts in the next five years. The Republicans have proposed $30 billion -- that's an $8 billion difference.

Let me tell you, how the Republicans plan to use seven of that eight billion. The House Ways and Means Committee passed a tax break for American couples who inherit more than a million dollars. It will help half of one percent of Americans who inherit money. Less than 15,000 people a year.

If I had a map of the United States, I'd show you that I would use that $8 billion to build highways, and airports, and transit systems, and ports all across our country.

Or, you can put a dot on the map in Beverly Hills ... and Palm Beach ... and Palm Springs -- and help 15,000 Americans.

Those are the arguments that we're having in Washington right now.

We have different visions of how to move forward ... of how to help Americans.

So much of what I do as Transportation Secretary is shaped by the vision that I had when I was the Mayor of Denver -- to build communities where the streets are safe, and the schools are excellent, and the jobs are good, and the community is linked with a transportation system.

I hope, in Washington, we find some common ground in our budget debates, to provide the kids of Cleveland ... and the businesses here ... and the working citizens ... and those on medicare the opportunities they deserve.

So, I challenge you -- the leaders of this community -- tell us in Washington, which map to prouce.

Thank you. And I'll see you for the World Series.

# # # #

6-81

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 9, 1995

Contact: Wendy Burt
202-366-5565

MEDIA ADVISORY

U.S. Secretary of Transportation Federico Peña will make a brief statement and hold a press availability at the Des Moines Municipal Airport air traffic control tower today at 9:15 a.m. (central time) concerning security measures at U.S. airports.

WHO: **Transportation Secretary Federico Peña**

WHAT: **Press Availability on airport security measures**

WHEN: **9:15 a.m. (central time)**

WHERE: **Des Moines Airport**
3000 McKinley Avenue
Des Moines, Iowa

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(Note: Secretary Peña was previously scheduled to visit Iowa today, including a tour of the airport's air traffic control tower to discuss the need for air traffic control system reform.)

U.S. Department of Transportation

News:

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

Contact: Steven J. Akey
Tel: 202-366-4570

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
WINDERMERE STATION REHAB GROUNDBREAKING
CLEVELAND, OHIO
AUGUST 8, 1995

Congressman Stokes, there isn't a person in Cleveland who hasn't been helped by you. And Mayor, it's a proud day for East Cleveland, so I brought my proudest Buckeye, Jolene Molitoris, to celebrate.

I grew up in south Texas, but northern Ohio families share the same priorities we do: work and education. You're linking them in a way that does a Transportation Secretary proud. What a concept -- parents, on their way to work, drop their children off for pre-school at the transit station.

I'm told there are 300 three and four year olds in East Cleveland enrolled in Head Start; another 368 eligible, but who don't have a facility to go to, yet; and the two year old population is double the three and four year old population. So this place is needed -- and I'm glad we invested $13 million in the facility and the transit station to make it possible.

I predict, in 20 years, it will be the youngsters starting out at Windermere that the TRWs and Ford Motors will hire, because these kids will have the values of watching a parent go to work and getting a good education ingrained in them.

I'm here for another reason. I want to point out that as much sense as this project makes to Congressman Stokes or to me, I wonder how many more Windermeres will we see?

I ask that, because this may go down as the most anti-transit, anti-education Congress we've seen.

Let's take transit. Republicans are subtracting $13 million out of $43 million in transit operating funds for Ohio. Cleveland will lose $3.5 million next year.

- more -

To make up the difference, the RTA will either have to raise fares by 9 percent, cut service, or somehow get more efficient.

And Cleveland is lucky -- fare increases needed to make up the cuts in Columbus are 19 percent; Dayton, 21 percent; Akron, 44 percent; Lorain, 735 percent; and Mansfield, more than 1,000 percent.

Look at education. Republicans have voted to cut off 180,000 children from Head Start through the year 2002. Ohio could lose $1.4 billion in education money from now through 2002.

The great irony is just last year, the President expanded Head Start, and he did it with overwhelmingly bipartisan support. It passed the House 393 to 20.

Both the President and Congress have plans to balance the budget. But the President can do it without the severe cuts Republicans are making because he's not promising a tax cut for the wealthy.

This President has trimmed the deficit by a third, already. He's cut the deficit three years in a row, and the last time that happened was around the last time the Indians were in the World Series. It's been a while, hasn't it?

There are 150,000 fewer government employees than the day the President walked in. Do you know what he did with the savings he made by cutting staff in Washington?

He has put 20,000 cops on America's streets, and he's on his way to 100,000. He's adding two new policemen in East Cleveland, and he's adding police in 430 other communities in Ohio.

I want to end with that, because let's face it: parents will not bring their children here, they will not use the transit system, unless they feel safe.

So much of what I do as Transportation Secretary is shaped by the vision that I had when I was a Mayor -- to build communities where the streets are safe, and the schools are excellent, and the jobs are good.

I rode the Rapid today. I saw the growth in Cleveland. And I hope, in Washington, we find some common ground in our budget debates, to provide the kids of East Cleveland opportunities they deserve.

Thank you.

# # # #

6.80

U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
DES MOINES METRO HEADQUARTERS
DES MOINES, IOWA
AUGUST 9, 1995

Thank you, Walt Stephenson, for that introduction. I'd also like to thank Steve Spade for his remarks. I'm happy to be back in the Hawkeye State for the first time since the floods, and I want to tell you that we at DOT are proud to have been your partners as you've recovered from them.

We rushed aid to rebuild roads and bridges damaged by the floods, but this Administration's support isn't limited to providing DOT funds. Metro had some emergency protective measure costs associated with the floods, as well as uninsured repair expenses for this bus barn.

Now that the private insurance issues affecting the barn have been settled, Metro submitted reimbursement requests to FEMA. I'm happy to tell you that FEMA has informed me that they're taking quick action, and that the requests will be processed within a few days from now. That type of fast turn-around is a direct result of this Administration's commitment to better serving our state and local partners.

Our ability to fulfill that commitment in the future is at risk, and I'd like to talk about that today. The risk stems from a very legitimate purpose: the need to balance the budget. Both the President and Congress are committed to balancing the budget and ending the deficits that are consuming our children's future.

That builds on the President's success in reducing the deficit -- a success that's already produced $700 billion in deficit reduction. Although the President and Congress share the

(More)

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

goal of ending the deficit, there are significant differences in *how* they want to do it. Let me tell you that there's a right way and a wrong way to do it. Take my own field of transportation. The President has emphasized cutting transportation bureaucracy and red tape and giving states and localities greater decision-making authority and flexibility.

That's important, because cuts *are* necessary to end the deficit, and we've proposed them in transportation -- but these cuts must be reasonable, fair, and balanced. They've got to empower states to make better use of limited funds. That's the right way -- cutting spending, but doing it in ways that don't put the American people at risk.

That's different than the path Congress is taking. The House recently increased highway and airport investment for 1996 -- but cut almost every other area of transportation. They cut public transit by over $600 million -- with a cut in local operating assistance $100 million greater than in the President's budget. That's going to force fare increases and service cuts, driving riders back into their cars and worsening traffic congestion and pollution. That affects everyone who travels on our roads -- not just transit riders.

These impacts are *real*. Just last night here in Des Moines, the MTA held hearings on a 33 percent fare increase to take effect on October 1. And I'm told that still won't make up the full loss of more than $400,000 of federal aid. And if the agency recently named Iowa's Transit System of the Year is forced to this extreme, what about the other operators throughout the state that offer lifeline services for the transit-dependent? Rural paratransit agencies face a $500,000 cut -- out of $2.6 million -- and services for the elderly and handicapped face a cut of over $100,000 -- out of $775,000. How can they possibly make up cuts like these?

Back in Washington they talk about these numbers as if they're theoretical. *They're not.* They affect real people -- some of whom are with us today. They're sitting in the front row, and I ask them to stand or raise their hand when I introduce them.

There's Mrs. George Bell of Sigourney, who suffered a stroke but has recovered enough to return home. Mrs. Bell is alone but for her husband, who's in a nursing home over in Welman. She's never driven a car, so she's totally dependent on transit to visit him and to travel 24 miles in the opposite direction to Oskaloosa, where she obtains her medicine.

There's Ms. Treva Johnson of Spencer, who's confined to a wheelchair with multiple sclerosis, but who leads a full life working at Spencer Municipal Hospital. There are no accessible taxis in town, so she's completely dependent on paratransit to get to work.

We also have Ms. Deb Allen, who recently graduated from the Des Moines Register Learning Center, which provides job training and literacy skills to women trying to enter the work force. She recently found work, but needs transit in order to commute to her new job.

(More)

And there's Ms. Betty Andresen, who's currently a student in the same program and who's looking for a part-time job. She'll be forced to drop out of school if her transit service is cut. These are good Americans who rely on transit to lead full and dignified lives. It's *wrong* to take away the services they depend on. *They deserve better than that.*

The cuts that will affect their lifeline services are those that Congress wants to make *this* year. The Congressional balanced-budget resolution would force even larger cuts in the future -- $8 billion more than in the President's balanced budget over the next five years, and $15 billion more over seven years. And Congress is proposing similar cuts in other areas across the board. Let me tell you, these cuts are going to be devastating.

Congress is doing this because it's promised to balance the budget in just seven years *and* cut taxes by $245 billion -- mostly for the very wealthiest Americans. For example, they want to revive the types of tax shelters that had been ended by bipartisan tax reform in 1986. Now they call it "neutral cost recovery," but it's really the same kind of shelter that was notorious for letting developers throw up offices and then write them off when they couldn't be leased. Cities around the country still have these "see-through" buildings lying empty -- courtesy of the taxpayer.

And Congress wants to cut the "alternative minimum tax," which makes sure that profitable businesses don't use loopholes to avoid paying their fair share of taxes. These tax cuts for the wealthy symbolize the Congressional program. Not only does this put Americans at risk, but it's not even good economics. A top private economist recently projected that Congress's proposal would raise interest rates by a third and throw the economy in reverse. *That's the wrong way to balance the budget.*

The President's proposal targets limited tax cuts to working families, and will balance the budget in nine years while letting us continue to invest in people. *That's the right way to balance the budget.*

The President's plan makes sense. It's pro-growth and pro-family, and it's based on the mainstream values that have guided this country for two generations -- values of fairness -- opportunity -- and responsibility to our families and communities.

It's still not too late. We're now in a great debate about what kind of a nation we're going to be in the 21st century, and I hope all Americans will take part in this debate so we can reach common ground on this budget. Then we can work -- *together* -- to build a better world for our children. Thank you.

# # # # #

6-19

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
COMMUNITY LUNCHEON
DES MOINES, IOWA
AUGUST 9, 1995

(Introduction to be made by State Senate President Leonard Boswell. Liz Newell of Kragie-Newell Advertising, First Vice-Chair of the Greater Des Moines Chamber Federation, will emcee.)

Thank you, Senator Boswell, for that introduction. Ms. Newell, I also want to thank you for your remarks.

I'd also like to thank the sponsors of today's lunch -- the Chamber Federation and its member chambers, Metro, the Iowa Public Transportation Administration, AFSCME, and LULAC.

When I was last in the Hawkeye State, it was in the aftermath of devastating floods. I visited Iowa as soon as possible, because we in DOT have a reputation for responding quickly to disasters.

Word seems to have gotten out about that. I was visiting my home state of Colorado with my family, and we were driving down a highway when traffic slowed and then stopped completely. I got out of the car and began walking up to find out what had happened.

It turned out that an overturned tanker truck had closed the road. And I found out how strong DOT's reputation for responsiveness was when the head of the state police rushed up and said, "Mr. Secretary! I can't believe how fast you got here!"

Well, we may not *always* be *that* responsive, but I want to tell you that we're proud to have been your partners as you've recovered from the floods.

We rushed aid to rebuild roads and bridges damaged by the floods, but this Administration's support isn't limited to providing DOT funds.

Metro had some emergency protective costs associated with the floods, as well as uninsured repair expenses for its Bus Barn.

Now that the private insurance issues affecting the barn have been settled, Metro submitted reimbursement requests to FEMA. FEMA has informed me that they're taking quick action, and that the requests will be processed within just a few days. That type of fast turn-around is a direct result of this Administration's commitment to customer service[1].

The aftermath of the floods pointed out something that's often overlooked today: the important part that government -- federal, state, and local -- plays in our lives.

Government came together with business and private non-profit agencies to make your extraordinary recovery happen. It shows how -- *working together* -- we can build strong communities that nurture our families.

Now, government can't do everything by itself, but neither can the private sector. Reaching a practical balance between the two -- a balance that's based on fulfilling the genuine needs of the American people rather

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1 Metro's facility was badly damaged by the flood. Some repair costs weren't covered by private insurance, but will be by FEMA. Metro couldn't be reimbursed by FEMA until the private insurance claims were settled. Now that they have been, FEMA will expedite the claims. (*FEMA expects to approve the full $257,000 requested, although this should not be disclosed.)* FEMA staff approved this language.

than on some ivory tower anti-government ideology -- is what the Clinton Administration is about.

We're moving towards that balance, and the progress we've made on a broad range of areas is proof of that.

We see that success in economic policies that have helped generate seven million new jobs... the lowest "misery index" -- inflation plus unemployment -- in 25 years... and the highest economic growth rate in a decade.

We see progress in a renewed commitment to education and job training -- the expansion of Head Start; the creation of the School-to-Work program; the Safe and Drug-Free Schools; and AmeriCorps, which has 227 Iowa students earning college tuition by serving their communities -- including right here in Des Moines.

We see advances in the opening of new markets through NAFTA and GATT and through commitments to free trade by Asian and Latin American nations.

And we see progress in a reinvention of government that's cut the federal payroll by 150,000 workers, that's cut 16,000 pages of regulations, and that's introduced a new spirit of customer service to the federal government.

In my own field of transportation, we've "put people first" by improving vehicle safety, fighting to reduce drunk driving, and launching landmark rail, pipeline, and aviation safety initiatives.

We've sustained America's economy and our national security by restoring the vital maritime, airline, and aerospace industries that were on the edge of collapse.

Through initiatives such as the Partnership for Transportation Investment, we've cut red tape to speed up transportation projects, and we've invested in new technologies such as satellite-based Global Positioning Systems and Intelligent Transportation Systems.

All of these are *this* Administration's achievements. America is a better place than it was just two years ago, and I'm proud of what we've done.

At the same time, I'm deeply concerned, because so much of what we've achieved is at risk.

That risk stems from a very legitimate purpose: the need to balance the budget. Both the President and Congress are committed to balancing the budget and ending the deficits that are consuming our children's future.

That builds on the President's success in reducing the deficit. This will be the third consecutive year that it's dropped -- for the first time since Harry Truman was President. Over the five years of the President's economic plan -- 1994 through '98 -- the deficit will have been cut by $700 billion.

Although the President and Congress share the goal of ending the deficit, there are significant differences in *how* they want to do it.

I'll tell you now that there's a right way and a wrong way to do it. Let me give you an example from my own field of transportation.

The President has emphasized cutting bureaucracy and red tape and giving states and localities greater decision-making authority and flexibility.

That's important, because cuts *are* necessary to end the deficit, and we've proposed them in transportation -- but these cuts must be reasonable, fair, and balanced, and empower states to make better use of limited funds.

That's the right way -- cutting spending, but doing it in ways that don't put the American people at risk.

That's different than the path Congress is taking. The House recently increased highway and airport investment for 1996 -- but cut almost every other area of transportation.

For instance, they cut public transit by over $600 million -- with a cut in local operating assistance $100 million greater than in the President's budget.

That's going to force fare increases and service cuts, driving riders back into their cars and worsening traffic congestion and pollution. That affects *everyone* who travels on our roads -- not just transit riders.

These impacts are real. Just last night here in Des Moines, the MTA held hearings on a 33 percent fare increase to take effect on October 1. And I'm told that still won't make up the full loss of more than $400,000 of federal aid.

And if the agency recently named Iowa's Transit System of the Year is forced to this extreme, what about the other operators throughout the state that offer lifeline services for the transit-dependent?

Rural paratransit agencies face a $500,000 cut -- out of $2.6 million -- and services for the elderly and handicapped face a cut of over $100,000 -- out of $775,000. How can they possibly make up cuts like these?

These are just *this* year's impacts. The Congressional balanced-budget resolution would force even larger cuts in the future -- $8 billion more than in the President's balanced budget over the next five years, and $15 billion more over seven years.

Let me tell you, these cuts are going to be devastating. And transportation isn't the only area being cut. Let's look at the facts.

While balancing the budget, the **President** has proposed increasing investment in education and training by $40 billion to give working Americans and their children the tools they need to compete.

Congress wants to cut education by $36 billion, end AmeriCorps, and slash Head Start, Drug-Free Schools, student loans, and job training. That's a $357 million cut for Iowa.

The **President** wants regulatory reform that will preserve our ability to safeguard the environment and public health and safety, and protect the gains we've made in these areas over the past 25 years.

Congress has let the fox into the henhouse, not just letting the regulated community be consulted, but having them actually write legislation gutting environmental, worker, and consumer protection laws.

The **President** wants to invest in the technology and innovation that allows American workers and businesses to take advantage of the opportunities offered by the global marketplace. In transportation, I've proposed a billion dollars this year for technology research, mostly through partnerships with business.

Congress wants to end these public-private technology partnerships -- partnerships that have produced the Internet, the revival of our computer chip industry, and the miracle of biotechnology.

The **President** wants to protect working families by targeting tax cuts towards them, and focusing them on education and training.

Congress wants to slash the Earned Income Tax Credit, which provides 110,000 working Iowa families with a non-bureaucratic way of promoting work over welfare. That would raise their taxes by $225 next year.

The **President** would cut Medicare and Medicaid -- but do it through sensible reforms on health care providers and crackdowns on fraud and abuse.

Congress has proposed more than twice as much in cuts -- cuts that would reduce federal health care aid to Iowa by $3 billion. These cuts could force our parents and grandparents to pay as much as $5,650 more per couple in out-of-pocket costs.

The **President's** proposal -- by balancing the budget in nine years and targeting limited tax cuts to working families -- lets us continue to invest in people. That's the *right* way to balance the budget.

Congress has promised to balance the budget in just seven years *and* cut taxes by $245 billion -- mostly for the very wealthiest Americans.

For example, they want to revive the types of tax shelters that had been ended by bipartisan tax reform in 1986. Now they call it "neutral cost recovery," but it's really the same kind of shelter that was notorious for letting developers throw up offices and then write them off when they couldn't be leased. Cities around the country still have these "see-through" buildings lying empty -- courtesy of the taxpayer.

6-78

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 9, 1995

Contact: Bill Mosley
Tel.: (202) 366-5571

Statement of U.S. Transportation Secretary Federico Peña on Increased Transportation Security Measures

The Administration has asked all Federal agencies to review their security procedures and take necessary steps to ensure the continued safety of the American people.

Safety and security are top priorities of the Department of Transportation.

The Federal Aviation Administration is requiring an increase in security measures applied both by airports and air carriers within the United States. Some of these measures have already been put into effect and the balance of those measures are being put into effect now.

The Department of Transportation will also be requesting the other modes of transportation to review their own security procedures.

This increase in security is based on information provided by federal law enforcement and intelligence agencies which I am not at liberty to discuss.

I want to emphasize that we have no information at this time to indicate airlines, airports or any other part of our transportation system are specifically threatened.

However, I think it is prudent to ensure that these additional measures are in place to prevent or deter possible criminal or terrorist acts.

-more-

Is it safe to fly? Because of these security measures, the answer is yes. I'll be flying home to Washington tonight by commercial airline.

I ask the travelling public for your understanding and cooperation during periods of increased security.

All passengers -- travelling on any form of transportation -- are encouraged to be on the alert for any suspicious, unattended bags, parcels or other items. Passengers may be required to answer questions about their luggage.

When travelling by air, passengers should be aware that both carry-on and check baggage are subject to inspection.

These increased security measures will be maintained as long as necessary and will be adjusted as necessary.

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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

8-10-95

6.77

FP
Long Island Rail
Road Tape
draft 1 by Ilene
153 words
60 seconds

As Transportation Secretary, one of my highest priorities is safety.

I spend hour after hour every week asking: how do we make our systems safer and more secure?

I've tightened airport security.

I've worked with the transit authorities ...the airlines ... the railroads ... the truckers ... and the auto industry to reduce accidents.

But when the door shuts on the train, and a crisis happens, it's you -- not me, but you -- who deals with it.

I wish your only job were to keep the trains on time.

But there are violent people in this world.

Like the Long Island Railroad gunman ... like the Unabomber ... like the Oklahoma bomber. All types are out there.

The Long Island
Railroad is doing a
smart thing --
training you in
handling a crisis.

You'll benefit. And
so will the good
people who ride your
trains every day.

So, listen ... learn
... and let's hope
you never have to
use the training.

-30-

U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
RED LIGHT RUNNING
WASHINGTON, D.C.
AUGUST 29, 1995

We're here to stop red light running. It's the first time the federal government has ever been involved in what many people think is a local problem. As a former mayor, I used to be so frustrated every time a driver ran a red light and killed someone in Denver.

But this is a growing national problem. Nationally, 22 percent of crashes in urban areas are now caused by people running red lights. These crashes cost $7 billion each year in medical costs, in time off work, in insurance hikes, and property damage.

Look at the light here at 14th and Constitution. That red light lasts less than 40 seconds, but last year, there were 40 crashes at this intersection. Forty crashes for a 40-second light. Is it really worth risking a fatal accident and losing your driver's license or being sentenced to jail to save 40 seconds?

People run lights because they're too much in a hurry, or they're stressed out by all the congestion, because they're cocky in their driving -- they think they can beat anybody, or because they think their chances of being caught or hitting somebody are low.

Pick up any newspaper, in any community in the country, and you'll read some headline about one killed, or three killed, or a family killed -- all tragic consequences of red light running.

In fact, Mayor Allen, I remember a story not too long ago of a Bowie couple, who had survived combat in World War II, but were killed this spring when a tractor trailer slammed into them as they waited for a red light.

- more -

I'mmore than determined to change this. So, I'm pleased to announce the awarding of a total of $600,000 in seed money grants to 32 communities, reaching 22 million Americans. As you can see from the map, they span the country, from coast to coast.

Each community will use the money in a way that best fits its needs. Maybe they'll hire a part-time coordinator. Maybe they'll advertise. Maybe they'll reprint or distribute public service announcements that we've developed.

We're giving them the tools and the technical support, and all 32 communities will start educational programs telling people: "the light is red for a reason -- stop."

All 32 communities will improve their enforcement. It's amazing what the presence of an officer does to deter potential offenders.

And we're encouraging all of the communities to form partnerships with businesses, safety advocates, and civic groups, and I know some partners are here today.

Several will take our seed money, and double or quadruple it with support from local firms. I can tell you from experience, when you bring the entire community together to support an effort, that's how you make a difference.

I might add that response to our efforts has been overwhelming. So, in addition to the 32 communities, we'll provide educational materials and technical support to 20 other cities that we hope will start their own campaigns -- although they aren't receiving any seed money -- we don't have the funds for it.

The grants I announced amount to less than a penny per person in each community. We're not spending a lot. In these budget cutting times, you don't want to spend a lot. But as the President says, you want to make wise investments that will make communities safer -- and this will for millions of Americans.

I want to end on this: Dr. Gridlock, in the Washington Post, has run columns on red light runners. He has a huge fan club of local residents who have horrible tales to tell.

Dr. Gridlock's tip for survival is look both ways before proceeding on green. Good advice. But I want to tell all those fans, we have some advice for the red-light runners:

Next time you're thinking of running a red light, think again, and by that time the light will change.

I'm extremely happy to now award the first of our 32 grants. The amount is: $25,000. The community receiving it is Washington, D.C., and the surrounding area.

The Metropolitan Washington Council of Governments is comprised of 18 local governments. Over 30 police departments are members-- many represented in our audience today.

Rodney Slater and I have a certificate, and accepting on their behalf, are Bowie Mayor Gary Allen and Falls Church Police Chief Robert Murray.

Thank you for coming, and I invite everyone to get out of the hot sun and visit the tent to view some powerful public service announcements and to sign a pledge card.

# # # #

FP -- Taping -- RTD Bus Station for Wade Blank -- 8/11/95
draft 1 -- 210 words (by Ilene)

To Molly ... and to Rev. Blank's family -- I'm sorry I'm can be here only in voice.

It's a little ironic, because it is <u>the voice</u> of Rev. Blank that I remember most.

Very early on when I became Mayor, we had a national transit meeting in Denver, that the Reverend played an instrumental role in. I learned then, that the Rev. wasn't just a <u>local</u> leader, he was a <u>national</u> leader.

It was his voice championing the need to make buses accessible to disabled.

Of course, it didn't matter to him how he'd get his message across. I can still visualize the protests he organized.

They worked. Today, 98 percent of all RTD buses are equipped with wheel chair lifts.

Now that I'm Transportation Secretary, I can tell you -- and I say it with great pride -- Denver has the highest percentage in the country.

One final thought: in Washington, where I now live, there are many statues and buildings with people's names on them. They are here, so we can learn from our past heros.

The Reverend worked diligently and always without recognition. Today, we give him the recognition he deserves, but just as important, we give to Denver citizens a namesake we can learn from in the future.

-30-

U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
FEDERAL EMERGENCY MANAGEMENT AGENCY PRESS CONFERENCE
WASHINGTON, D.C.
AUGUST 10, 1995

I am pleased to announce the awarding of $17.5 million in federal emergency relief funds to repair roads damaged by the flooding of Devil's Lake.

Since I've been Secretary of Transportation, the Clinton Administration has awarded emergency funds to help 27 states rebuild roads caused by 49 disasters -- be they earthquakes, landslides, tropical storms, or floods.

But this is one of the most unusual. In the past, when basins have flooded, including Devil's Lake in the 1980s, Washington refused to help. The logic was basin flooding results from gradual rises in water levels, so state and local officials should have ample time to elevate roadways and fix the problem.

Then in 1993, Devil's Lake started flooding again -- and in three years it hasn't stopped. It's been a perpetual flood. The lake has expanded from 42,000 acres to more than 70,000 acres. It has risen 13 feet to a level of 1,436 feet. Now, it's at its highest level in 120 years, and the road problems Washington thought the state and locals would fix, have not been fixed.

The water has inundated many state and county roads. Many have not been passable since the spring. Many are partially closed. There are long detours.

But this time, Senator Dorgan and Senator Conrad went to the President, and the President said let's stop studying why we can't help North Dakota, and let's start studying how we can.

- more -

The President asked James Lee Witt, who is the most successful Federal Emergency Management Agency (FEMA) Director this country has ever had, to go to North Dakota. He went with the congressional delegation and the Federal Highway Administration staff in May. Today, he'll talk about the long-term solution to Devil's Lake.

But I have our short-term one. At the Federal Highway Administration, we have changed our policy so basin flooding is now eligible for disaster relief.

I know how desperate the state and local officials need this money. I'm from the west, and I know, if we don't get this to you now, construction season will run out and we'd be facing the same problem next year.

So, Senators thank you for your leadership, and I am pleased to present you with a $17.5 million check.

# # # #

6.15

RED LIGHT RUNNING PRESS EVENT

RODNEY SLATER

Thank you, Mr. Secretary. I am honored to join you in launching this national public information and education campaign which underscores the hazards of red light running. This campaign is about people, it is about safety, it is about the quality of life for the residents of our nation.

How many folks in the audience are drivers? Please raise your hands. How many of you drivers believe in traffic safety? Another show of hands, please. How many drivers have never run a red

light? (NOTE: We assume there will be very few hands raised at this point).

In preparation for this campaign, we did a great deal of research with a variety of target groups--adult drivers, law enforcement representatives, local traffic engineers-- and we learned something very interesting. At one time or another, almost every driver has run a red light. As Secretary Peña mentioned, this behavior often has tragic results.

We developed our campaign materials and public service announcements with this target audience in mind and pilot tested the campaign in Charleston, South Carolina

last summer. Post-campaign survey results were extremely positive:

- 48 percent of the general public recalled seeing the television PSAs,

- over 30 percent recalled the radio spots; another 42 percent had seen our campaign message on billboards donated by local businesses.

But more importantly, 22 percent of those surveyed reported that they would change their driving behavior as the result of this campaign. I would like to take a moment to publicly thank the Charleston/Trident Chamber of Commerce and their member

businesses for their enthusiastic support of our campaign and for all their hard work in making the pilot a success.

We, in the Federal Highway Administration, are fortunate to have a strong field structure in place. Our field offices serve as our links with community organizations and our contact points in providing campaign information to the public. Armed with our research and campaign materials, our field staff marketed the Red Light Running program to communities across the country and invited them to apply for implementation grants.

One of our grant communities-- a council of governments in Oklahoma, similar in structure to Metro Washington COG-- worked with our Oklahoma Division safety engineer, Lucio Aleman, in submitting their application. Very sadly, shortly after their appointment, Lucio Aleman was killed in the bombing of the Federal building in Oklahoma City. We dedicate the launching of this Red Light Running campaign to the memory of Lucio Aleman, and thank him and all those in our headquarters and field offices that made this event possible.

6.74

FP
Chicano History of the Mexican American Civil Rights Movement
Fundraiser Pledge.
Video Taping
August 31, 1995

Secretary

I'm very pleased to be part of this very special day of programs that celebrate the vital contributions that Latinos have made to this country -- whether in the arts or in the realm of the social history of the United States. We Latinos, of course, are part of the expansive historical and cultural mosaic that is America. We are understandably proud of our accomplishments and proud to be Americans. I'm pleased that public television plays an effective role in spreading that message -- and that public television is an important vehicle for telling the stories of all Americans.

I'm particularly grateful for the opportunity today to encourage you to support a magnificent and meaningful document television series that is now in the works. It's a series about the roots of the Mexican American Civil Rights Movement -- a struggle for basic equality and dignity. The series will go a long way to educating America about our rich but often neglected chapter of American History. Plans call for the programs in the series to be used extensively in our schools and colleges.

The production of Chicano¦ History of the Mexican American Civil Rights Movement requires considerable resources. And that's where you can participate directly. I urge you to make a pledge today to the Chicano Civil Rights Documentary Series. A Public

Television project. Your pledge will help make it happen.

Thank You.

U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MARYLAND STATEWIDE KICK-OFF
HANOVER, MARYLAND
AUGUST 30, 1995

I just toured the center, met some of the 1,500 state troopers who will be able to respond more quickly to emergencies, and talked to some of the operators, who are excited.

If I were a mayor again, I'd want one of these in my locality.

This is the country's first statewide traffic center.

We have metropolitan-wide centers. We have county-wide centers, including a very good one in Montgomery County.

But this is the country's first statewide hub. This facility lets Maryland coordinate responses to emergencies and provide citizens with travel information across the state.

In my job, I always ask local officials: what are you doing to get ready for the 21st Century? I ask that because we've seen and will see significant growth in all areas of transportation -- in air, rail, cars, trucks.

Let me put traffic congestion in a local perspective. Since 1982, when Cal Ripken began setting his record, traffic on Maryland roads is up 60 percent. By 2010, it will grow another 40 percent.

In between Lou Gehrig and Cal Ripken, we built interstates, beltways, and parkways. But between Cal Ripken and the next all-star, there's no land in urban areas for more interstates. We can't keep widening roads or building more.

This is a different era. We'll clear up congestion by investing in transit in metropolitan areas; or by telecommuting, so you work out of your home.

- more -

And the solution is here, in the two resources you bring together.

First, new technology: speed detectors, closed circuit TV cameras, and variable message signs.

Second, new management. If we want traffic to run smoother, we have to manage roads better. You've linked all your technologies together, so they can provide current and accurate information when and where it's needed.

Maryland could have taken a different route. You could have built some road, somewhere, with the $7 million from the federal government -- but you made a smart decision by building this center.

In metropolitan areas, centers like this improve traffic flow by 15 percent -- on average. Just a 2 or 3 percent improvement may be the difference between the freeway flowing along or being a parking lot. In terms of economics, a 1 percent increase in efficiency nationally saves us $100 billion over a decade.

Now, I want to make one last point regarding the budget.

Next month, Congress votes on my transportation budget. I'm all for reducing government. There are 6,400 fewer people working at my Department than the day I walked in. And I'm all for providing money directly to cities and states and eliminating bureaucracy.

But we need to ask: where should Washington invest so we can compete with Japan and Europe and continue to provide jobs and economic growth?

The Japanese government has invested $2 billion for 160 traffic operating centers, similar to this one. They have 160, and all we have is one state-wide system -- one -- Maryland.

I work for a President committed to technology. I am convinced intelligent transportation systems is an investment we need to make. I've asked for $345 million next year. So far, the House wants to allocate about $200 million, the Senate about $250 million.

Don't you think to eliminate congestion, and avoid costly construction, Americans would want us to spend $1.33 per person -- that's all my request comes to.

I know the difference between what's pork and what isn't. Managing our roads better, avoiding costly construction is not pork. This facility, the benefits it brings to Maryland residents today, is 10 times the costs that went to pay for it.

And what I want to do, but Congress so far says no to, is to build a few model projects, where we demonstrate this technology.

If Congress hadn't allocated funds to demonstrate how lasers, or polymers, or cat scans, or the Internet work, we may not have them today. If Congress hadn't appropriated $30,000 to Samuel Morse for an experimental telegraph line from Washington to Baltimore, life would be different.

So, let's not rob our future.

Let's take the long view. Let's prepare for that future, and let's hope those in Washington look to Maryland as our example. I know I do.

Thank you.

# # # #

Talking Points
CNN and FOX Morning News Interview
Tuesday, August 29, 1995

• While we are standing here doing this interview, someone will run a red light at this intersection.

• Pick up any newspaper, in any community in the country, and you'll read some headline about someone killed, or three killed, or a family killed. All tragic consequences of red light running.

• Nationally, 22 percent of crashes in urban areas are caused by people running red lights.

• Who knows the reasons: maybe, we're too much in a hurry... maybe we don't have respect for the law... maybe we're lax.

• But is it really worth risking an accident and losing your driver's license or being sentenced to jail to save 30 seconds?

• Each year, these crashes cost Americans $7 billion in medical bills, time off of work, insurance hikes and property damage.

• We're trying to change this. Today, the Clinton Administration is awarding more than $600,000 in grants to 32 communities across the country. We hope to reach 22 million Americans about the dangers of red light running.

• With this seed money, communities will start education and prevention programs reminding people: "the light is red for a reason -- stop."

• Communities will form partnerships with safety advocates and businesses and will join with law enforcement. It's amazing what the presence of an officer will do to detract potential offenders.

• Today, we're announcing the first recipient of these grants in this area: the Metropolitan Washington Council of Governments.

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ASSOCIATION OF COMMUTER TRANSPORTATION

1995 INTERNATIONAL CONFERENCE

Remarks by

Federico Peña

Secretary of the U.S. Department of Transportation

August 31, 1995

Good Morning. It is a pleasure to be able to speak to you by videotape today, being that I am unable to attend the ACT Conference this year in Houston, Texas. What I would like to discuss with you today is how important transportation demand management (TDM) strategies are to the U.S. Department of Transportation, what we as a Federal agency are currently doing to promote the use of TDM activities by you - our public and private sector partners, and why it is important that we work together to implement these most promising TDM strategies.

But first, let me take a moment to thank all of you for your efforts, whether in the private or public sector, and whether involved in designing, testing, implementing, managing, or evaluating the various TDM strategies which help to increase mobility, reduce traffic congestion, conserve energy, and improve the air quality within our cities. These strategies don't just help commuters; they are beneficial to businesses and cities because they provide a safer and more efficient transportation

system, which is so important to enhancing regional and national economic development.

We at DOT recognize the traffic congestion problems our metropolitan areas currently face and the cost they inflict on cities and regions. We also recognize that we as a society cannot simply "build ourselves" out of this problem. We have established many other important national goals such as enhancing environmental quality and promoting livable communities which require transportation policymakers, coordinators, and others to think creatively about ways to get the travelling public to their destinations and commercial freight to markets. Additionally, in this current era of budget deficits, it is of utmost importance that each investment earn the highest return possible, including those in transportation infrastructure. Why? Because choosing to invest in one particular area (like transportation) means NOT investing in another. Therefore, our jobs as transportation practitioners have become more difficult - More so than ever before, we must balance the goals of transportation mobility and personal freedom with other noble policy goals and must do so by attempting to maximize the highest return on our investment - A difficult job to say the least but one that provides opportunities to think creatively about how transportation services should be provided and one that produces great satisfaction when we realize that what we are doing can attain most or all of these goals.

Within the Department of Transportation, we are developing and refining a number of TDM initiatives which we believe will help

you to provide mobility to your workers and citizens, reduce traffic congestion, conserve energy, improve regional air quality, increase the efficiency of the regional and national transportation systems, as well as enhance business productivity. This can be done by providing better information to drivers, offering them incentives to commute by means other than single-occupancy-vehicle (SOV), and encouraging them, when possible, to travel during off-peak periods. These changes, in turn, are beneficial for businesses because they lower transportation costs for businesses which increases productivity.

Some of these initiatives you have already heard about, some you may have even implemented, and others may be new to you, but all will be discussed at some point during this conference so I will only touch on them here.

One initiative which we at the Department of Transportation are very excited about is the idea to reform the tax code to allow employers to expand the commuting options they currently offer to employees. Specifically, the Parking Cash-Out Proposal would allow employers who currently lease parking for their employees to offer them the option of "cashing-out" their parking spaces, or taking the value of the leased parking space in cash. This cash would be taxable to the employee but tax-deductible to the employer. The employees would then have the maximum freedom of choice on how they commute to work. Working with the Environmental Protection Agency and other Federal agencies, the Department of Transportation recently entered into a contract with

ACT to look beyond the specific Parking Cash-Out Proposal to consider a broader range of possibilities, aptly named the Commuter Choice Initiative, aimed at enhancing participation by employers and employees nationwide and gathering support for implementation.

Another initiative which the U.S. Department of Transportation is working hard to promote and implement is the Congestion Pricing Pilot Program. This program will allow our state and local partners to implement variable toll pricing on highway facilities including Interstate highways, where automobile congestion has become a major concern and has inflicted a major cost on businesses, citizens, and whole metropolitan areas. Currently, we have one project in the implementation phase in San Diego, as well as seven projects in the pre-implementation study phase throughout the country. Two additional projects are currently in the negotiation stage. We are also conducting a monitoring and evaluation study on the privately-funded express lanes on State Route 91 in Orange County, California. This project will provide the first example in the U.S. of the use of automated peak-period pricing techniques to maintain free-flow traffic conditions, and we are looking forward to its opening this Fall. When congestion pricing projects are implemented and become fully operational, we anticipate that they will reduce peak-period traffic congestion through increased carpooling, alternative mode commuting, and shifting of trip times, which in turn will decrease energy consumption, improve air quality, and improve productivity for

businesses within the area. Although the task of gaining public acceptance of congestion pricing is not an easy one, we are working very hard to provide funding for local marketing efforts across the country so that the public understands the social benefits to be derived from implementing congestion pricing within their areas.

Another important DOT initiative that has not received a lot of attention in the past but I believe has potential value for reducing the costs of traffic congestion is the use of Intelligent **Transportation Systems (ITS) to manage transportation demand.** Many of you may be familiar with these ITS strategies, but there is more potential to be realized within this area.

One example of ITS strategies being used to manage transport demand are Traffic Signal Control Systems, which will improve traffic flow and safety by adjusting the "green time" amounts for individual streets and coordinate operation among traffic signals based upon current traffic conditions. Others include the Regional Multimodal Traveler Information Systems, a promising ITS application, whereby up-to-date travel information is collected and distributed to commuters and commercial carriers so that they can make timely decisions about commuting routes and alternative mode choices. Transit Management Systems automatically locate transit vehicles to improve schedules and provide estimated time of arrival to passengers.

Research has shown that the ITS strategies, along with the Parking Cash-Out Proposal and Congestion Pricing Pilot Program,

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AMERICAN TRANSPORTATION ENDANGERED

by Federico Peña

The United States has an historic tradition of public support for transportation stretching back to the colonial postal roads, the canals, and the transcontinental railroads. Today, under the U.S. Department of Transportation (DOT), this commitment has produced the largest, safest, and most efficient transportation network in the world.

Our outstanding accomplishments of developing and maintaining the high standards of safety and efficiency in these systems would be compromised by eliminating the DOT, hampering our national economic vitality and risking lives from our highways to our skies.

Although state and local governments and business must be full partners in the development and operation of our transportation system, they cannot alone meet the nation's needs as transportation breaks down state barriers and becomes increasingly intermodal.

For example, the DOT finances $27 billion annually in infrastructure to move people and goods inexpensively and efficiently. States, faced with multiple competing demands, would be hard-pressed to make up the difference if federal funding ended. Roads, bridges, and airports could deteriorate through delayed maintenance, costing billions of dollars in congestion and delays.

Travelers and shippers from Florida to Alaska also benefit from the consistent, dependable national standards that the DOT sets in everything from road signs to auto safety and pavement design. Ending the federal role could create a confusing hodge-podge of 50 different sets of standards.

The DOT also sets and enforces nationwide standards for safety, which have helped to reduce highway fatalities by nearly 30 percent even as travel doubled in the past 25 years. These standards also have ensured the best airline safety record in the world. The lack of strong national safety standards, enforced by an agency with strong ties to governments and industry, would place millions of travelers at risk.

The importance of the federal role is undeniable in helping to make the right choices in transportation planning and in ensuring safety. It also is universally recognized. *Every* other industrialized nation has also created a national agency to fulfill these roles.

It is true that state and local governments and business must play a greater part in addressing the nation's transportation needs. The federal government also needs to improve how it serves its customers. The Clinton Administration is already taking steps in these areas.

We have reduced the DOT's workforce by 6,400 positions while improving customer service by cutting red tape and expanding automation. We have also cut 1,400 pages of transportation regulations -- one in seven -- and are revising thousands of pages more to simplify and update them.

We are creating new ways to pay for the infrastructure we need in an age of limited federal funding. For example, our new Partnership for Transportation Investment used innovative financing to jump-start $2 billion in new highway and transit projects without a single penny of new federal funds.

Finally, the Clinton Administration has proposed restructuring the DOT to enable it to meet the challenges of the 21st century. As part of this effort, we have submitted legislation to Congress to create a much simpler DOT organization, and we are working with Congress to reform the Federal Aviation Administration so it can quickly bring on line the advanced technologies needed to manage rapidly-growing air travel.

These initiatives build on the Clinton Administration's commitment to reinventing government to make it work better and cost less. They recognize the importance of the federal role in transportation even as they understand the necessity of changing how we fulfill that role.

The answer to meeting the transportation challenges we face is not to turn our backs on them and hope that someone else will do the job, but rather to improve how we go about taking care of our national needs. Our legacy will be a department that is more effective and more responsive to its customers: the American people.

(Federico Peña is U.S. Secretary of Transportation)