7-70

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
NATIONAL AIRPORT DOPPLER RADAR DEDICATION
FEBRUARY 5, 1996
WASHINGTON, D.C.

Two and a half years ago I called for a major overhaul of the nation's air traffic control system. I told the American people and the Congress that while our system was the safest in the world, it had outdated equipment. I said the system was poorly financed and the personnel rules so restrictive that air traffic controllers and technicians couldn't be assigned where they were needed most.

Vice President Gore and I came here, to National Airport. We held a press conference. I held up vacuum tubes still in use at the time. We took reporters into the control tower. We showed them our radar control facilities in desperate need of automating. We said all this had to change.

We introduced legislation, which Congress recently passed, that gives the FAA the tools it needs to do a better job and prepare itself for the future. The agency is now putting more flexible personnel and procurement rules into effect. And we're working with Congress to provide the FAA with adequate, long-term financing.

I also ordered the FAA to accelerate its technology modernization more quickly.

And that's why we're here again at National. But this time I'm happy to help replace some of that old equipment.

Now while we can't prevent winter storms or sudden shifts in weather patterns ... we can predict where and when those changes will be, thanks to this new technology we're dedicating today.

As most of us here today know, Doppler Weather Radar is state-of-the-art technology.

- more -

Dr. George Donohue tells me it will make the nation's airport not only safer, but more efficient, too.

For one, this new system virtually eliminates the threat of undetected, deadly wind shears. Doppler radar enables airport controllers to pinpoint them in arrival and departure corridors around airports ... and then to guide aircraft around trouble spots.

Wind shear is the number one killer of airline passengers -- over 575 deaths since 1970. That's absolutely unacceptable. It's preventable and we're doing something about it.

We're investing $380 million in doppler radar at 45 of our biggest airports nationwide. To date 10 systems -- including this one at National -- are operational.

I don't have to remind Dale Reis or anyone at the FAA how critical this effort is to the travelling public, some 500 million people who fly every year.

They expect and deserve to fly the safest skies in the world. And my promise is to do whatever it takes to keep it that way. Period.

Our air traffic system is up and running 99.4 percent of the time, every day of the year. That's better than a decade ago when the figure was 98.6 percent, and the equipment was newer.

Now I want 100 percent that's the goal. And I think our strategy will get us there.

Passengers also care about delays. That's where prediction of changing weather conditions is important.

Winds, for example, frequently shift direction, forcing air traffic controllers to redirect aircraft preparing to land or takeoff. When that happens, traffic backs up, planes are delayed, and people miss connecting flights.

Doppler radar helps prevent those kinds of holdups for the 45,000 passengers who use National every day. It enables controllers to detect wind shifts earlier, giving them time to re-route traffic and limit delays.

And with this doppler radar as well as all the other improvements underway, National will be as it was in 1940 when Franklin Roosevelt opened the airport ... a model airport for the nation.

Installing equipment like this is a key part of our overall effort to update the nation's air traffic control system.

We've been working hard over the past several years ... to get the job done.

We're now in the process of aggressively installing the most technologically advanced system in the world, like this new doppler radar. We will replace those 30-year-old display consoles with modern controller workstations.

In fact, in the last two years we've installed more than 2,700 pieces of new equipment. That's about 10 percent of the system.

And we're doing the job smarter. Technology advances are hard to keep pace with ... you even had that problem here at National when just 10 years after the opening, controllers had a hard time dealing with the growth in traffic.

So to avoid that problem, we're using a lot of off-the-shelf equipment and computer software. This will allow for future upgrades as new technologies are developed.

On the operational side, Congress approved in December major FAA reforms, the largest package in nearly 30 years. These changes in personnel and procurement rules will allow the FAA to operate like a private business instead of an outdated regulator.

And I hope Congress will approve financial reforms later this year. Unless these are won, the FAA won't have enough money to cope with a 35 percent jump in its workload early in the next century.

Let me close by congratulating the men and women at the FAA for their hard work and dedication. Despite all the problems we've had -- power outages, computer interruptions, and breakdowns -- they have made America's skies the safest in the world. They are the ones who make our traffic control system work so well ... day in and day out. And they are the ones who will help us meet my goal of 100 percent availability of our traffic control system.

Thank you.

# # # #

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

7169

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
February 6, 1996

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
INNOVATIVE FINANCING ANNOUNCEMENT
FEBRUARY 6, 1996
WASHINGTON D.C.

Today, I am happy to announce another $2 billion in creatively financed transportation projects. This is one of the President's favorite programs, because it's common sense government. In 1994, through an Executive Order, he asked all of us in the Cabinet to find better ways to invest in our infrastructure -- and we have.

So, let me get straight to the details.

There are 32 projects in 22 states -- from states on the east coast like Connecticut, Delaware, and Rhode Island to Washington out west; from Texas in the south to Michigan up north; and many, many states in between in the heartland.

For me, what stands out, first, is the creativity of the states in finding partners; and equally important our creativity in throwing out old rules and being flexible.

Many states, because of their own budget challenges, don't have cash, don't have the money to match our 80 percent contribution with their usual 20 percent. But we said: "Give us your best ideas, bring in new partners and approaches, and we'll be equally creative and flexible."

States have teamed up with city governments, metropolitan planning organizations, the private sector -- people rarely in the business of financing transportation projects who are here investing, moving ideas into action at no extra cost to the federal taxpayer.

- more -

Second, what stands out is that these projects improve the quality of life for Americans. This is about reducing commute times; it's about making our roads safer; it's about cleaning the air and boosting local economies.

Let me illustrate with four states.

In Missouri, there's a company interested in laying fiber optic cables across Missouri's interstate, in order to sell phone and data lines to businesses. The same cables also could be used as the backbone for a statewide intelligent highway network.

Governor Carnahan wants smart highways. I'm all for them, too. As you know, I've set a national goal: to have 75 cities with high-tech gear on their highways within a decade, so we can reduce the commute time of Americans by 15 percent.

Missouri is letting the telecommunications company lay the cables, and in return its Transportation Department will take strands for themselves, worth $30 million, to build a statewide smart highway system. And instead of the state matching dollars from the Department of Transportation, we'll give Missouri a $30 million credit for future intelligent transportation system projects.

Missouri's the show me state, and I hope this shows the rest of America we can use the information superhighway to finance the building of smart highways.

In Florida, Governor Chiles is constructing $200 million in projects that would normally have had to wait one to three years. He's doing this by using non-federal sources in anticipation of receiving future funds. So not only can construction begin, this allows multiple projects to be done.

In one, the Governor is adding lanes to I-4 in Tampa. This was one of the first sections of the Interstate ever built in Florida. It's often stop-and-go, bumper to bumper; and it's one of the worst spots in the state for accidents. Widening I-4 will be a big help.

Also, near the Georgia border, Governor Chiles is widening I-75. Let me ask you a question: Have you ever headed south in a minivan filled with kids, hit the "Welcome to Florida" sign, and thought the worst is over, it's a quick trip to Orlando? Then I-75 turns from six to four lanes, and it's not so quick. Widening I-75 will be a benefit both to residents and tourists.

Texas, my birth state, has a Texas-sized project: a $600-million turnpike in Dallas. This had been on the drawing boards since Lyndon Johnson was President, but was stalled until we found some flexible ways involving bond proceeds and advanced construction to

fund it. I know Governor Bush likes this because he's given it a name -- his father's: the George Bush Turnpike.

Now, in Maine, Governor King has several projects that illustrate how we're making a difference in the lives of small communities.

In Madison, he's extending existing sidewalks to an elderly housing area, so senior citizens can get around.

In Milbridge, which has had economic hard times, a new road the state's putting in will anchor the revitalization of the downtown waterfront.

And in Bethel, ski country, a developer has helped pay to relocate about 1,000 feet of a road, which opens up a large tract of land. On the tract, the developer is building a $40 million hotel and theater complex, bringing jobs to the local economy.

I've focused on highways, but building on these successes, today I'm pleased to also announce $2.7 million in transit funds to support seven projects. They'll leverage $7 million in additional investment value.

In Santa Clara County, California, they're converting a parking lot to a housing development and the lease payments will be returned to the transit authority. In Florida, a statewide transit finance corporation will assure that operators, large and small, can acquire much needed replacement vehicles at a reasonable cost.

So, overall, we have $2 billion today in new highway, rail, and transit projects, and these are on top of the $2 billion the President announced last year. And a dozen states have participated in both years.

Let me update you -- quickly -- on last year's projects. About half are under construction. About half are in the engineering stage. And a few are done and operational.

One, in particular, is by Cincinnati, where four railroads tried to cross the Ohio River using two tracks. Trains were backed up as far as 60 miles; they were delayed as long as two hours. Two months ago, Governor Voinovich finished constructing 3.5 miles of a third track, that was two-thirds paid by private railroads. It's now open for business, working like it's supposed to.

There are great stories about all these projects. On average, the roads and bridges and facilities are being built two to three years sooner than if we hadn't started this program. They have created 25,000 jobs. And it hasn't cost the federal government one extra dollar.

Let me put this in perspective. These projects are above and beyond our regular programs, which have seen increases under this President. While the President has cut the deficit in half and while I have downsized my Department's staff by 11,000 -- we haven't downsized our investments in infrastructure.

In 1993, when President Clinton took office, infrastructure investments at the Department of Transportation totalled $25.6 billion. Since then, they've averaged $27.7 billion -- an 8 percent increase in annual funding levels.

And in a bi-partisan way, Congress has supported our efforts in innovative financing and has, with the National Highway System, now put many of our experimental tools into law.

So, if ever there was an example of the end of big government, and the new role Washington and the states and the private sector must play, this is it.

And I'll leave you with a prediction. One day, very soon, all 50 states will be participating.

# # # #

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, February 5, 1996

CONTACT: Megan Moloney
Wendy Burt
202/366-5565

MEDIA ADVISORY

On Tuesday, February 6, 1996, Secretary of Transportation Federico Peña will announce the approval of new transportation infrastructure projects valued at millions of dollars for 22 states.

The states participating this year include: Connecticut, Delaware, Florida, Georgia, Indiana, Kentucky, Louisiana, Maine, Michigan, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, West Virginia, and Wisconsin.

The Partnership for Transportation Investment mobilizes investment capital to build roads, bridges, rail and other infrastructure projects. In 1995, President Clinton gave new flexibility to states and localities to find private sector partners to finance construction. The Partnership for Transportation Investment has gotten projects started that were stopped and will result in the completion of projects 2-3 years sooner than would have been possible under old Department of Transportation rules.

One year ago, President Clinton and Secretary Peña began the initiative with the approval of projects in 21 states worth $2 billion. Secretary Peña will provide an update on the status of those projects.

WHO: **Secretary of Transportation Federico Peña**
State and Local Officials

WHAT: **Announcement of DOT Partnership for Transportation Investment 1996 Participants**

WHEN: **1:00 p.m. EST, Tuesday, February 6, 1996**

WHERE: **Marx Media Center, Room 2201**
Nassif Building, 7th and D Streets, SW

NOTE: Excerpts from the Secretary's announcement will be available via satellite at 3:30 p.m. EST at the following coordinates: **KU Band, SBS-6, Transponder 15, Horizontal Polarity (Standard Audio).** Any questions concerning satellite transmission should be directed to Lorie Dankers at 202/366-5565 or pager 202/539-2225.
Radio stations may also access excerpts from the speech by calling the DOT Radio Newsline at 800/526-1144 after 4:00 p.m. EST.

###

7.68

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
C & O CANAL GRANT ANNOUNCEMENT
FEBRUARY 10, 1996
POTOMAC, MARYLAND

Thank you, Secretary Babbitt for your leadership.

Secretary Babbitt, I don't know if you know the history, but when the government first purchased the canal in 1938, the intent was to turn it into a parkway, but the public wanted it to be a park. As much as I appreciate highways, I'm glad it's a park.

And I'm especially glad today the Department of Transportation can help the Interior Department restore this national treasure.

I am here for two reasons.

The first is as a good neighbor. When President Clinton first came to Washington, and brought so many of us in the Cabinet in from out of town, he asked us to be part of the community.

I like jogging on the trails; and my wife and I take our two girls to visit the parks -- in fact, usually on Saturday mornings. The C&O is a wonderful pathway into American history, that we, as good neighbors, must preserve.

Second, I'm here as a partner. In my job, I've seen more flood, and hurricane, and earthquake damage than anyone could ever imagine. The lesson I've learned in every case is that recovery efforts take all of us, working together -- as partners. The private sector is an important partner, which Secretary Babbitt has brought in. We all thank you, Mr. Secretary, for that.

Two years ago, I started an innovative financing program, which, among other things, encourages private sector participation in financing highways. We

are now building them two to three years sooner, at no additional cost to the taxpayer.

Because the private sector is involved here, under my new rules, Maryland and Washington D.C., can use portions of their federal highway money to restore the canal.

So, today, I am here with my partners, David Winstead of the Maryland Department of , Transportation and Larry King of the DC Department of Public Works. Could you please stand.

And I am very pleased to announce on their behalf that they will be contributing $800,000 for the rebuilding effort.

That's $500,000 from Maryland and $300,000 from the District

Thank you.

7.67

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
CONGRESSIONAL SEAT BELT STUDY
FEBRUARY 15, 1996
WASHINGTON, D.C.

Today, I am releasing a study to Congress that, in more depth and more detail than has ever been done, looks at the benefits of using seat belts and motorcycle helmets and the costs of not using them.

We studied 880,000 drivers in seven states who were in crashes. These are not estimates. These are real numbers ... crashes that happened to real Americans everyday.

And the results are shocking. So, let's get right to the hard data:

The health care bill for people in crashes who didn't bother to buckle their seat belts was five times more than those who buckled up, or 408 percent.

The average health care costs for a belted driver in an accident was $110; for a non-belted driver, $562. This includes all drivers in crashes, whether they walked away without a scratch, or landed in the hospital. I don't know of an easier way to cut health care costs than by buckling up.

For victims who required hospital stays, health care costs were, on average, $9,000 if they had worn a belt and $14,000 if they hadn't. So, crash victims can cut $5,000 off their hospital bill by wearing seat belts.

Remember, very little of these costs are paid by patients. They are paid by our premiums through private insurance companies, or by the taxpayer -- you and I -- through Medicaid and Medicare, so all of us have a deep interest in controlling costs.

- more -

Every Transportation Secretary who has ever lived has said: seat belts save lives. Here are the numbers -- and they are powerful: belts are 45 percent effective in preventing serious injuries and 60 percent effective in preventing deaths. So 3 out of 5 unbelted crash victims who die would be alive today if they had used a belt.

As for motorcycle helmets, they are 35 percent effective in preventing fatal injuries and 67 percent effective in preventing brain injuries -- a costly, and potentially long-term injury.

Let me say to the American people, President Clinton has challenged us to make our streets safer. Each and every year, more Americans die from car crashes than bullet wounds, and I don't know why as a society we don't take seriously our best protector, and buckle our seat belts every single time we get into a car.

It was 40 years ago that the Big Three first offered seat belts ... yet 3 out of 10 Americans still don't bother to use them. In 40 years, we ought to have made better progress than that.

So, today I'm issuing this report, and because the results point so vividly to the need to increase seat belt usage, tomorrow, Dr. Martinez and I will be stepping up our efforts to urge governors, state legislators, and others to adopt measures to increase seat belt usage.

All but one state (New Hampshire) have mandatory seat belt laws. Ten states have now passed primary seat belt laws. These laws allow officers to stop and ticket anyone who is not buckled, without first stopping them for another infraction. If all states had primary seat belt laws, we could boost seat belt usage 15 percent, and save 4,000 lives this year alone.

Tomorrow, I'll be with Governor Chiles in Florida, encouraging Florida's legislature to pass a primary seat belt law. I urge every state to read this report and see the dollars and cents benefits of using seat belts.

I say to the American people, let's all heed the dramatic conclusion of this report: of every five motorists that die in automobile accidents -- three would have survived -- had they buckled their seat belts.

Thank you.

# # # #

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

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
TITLE XI ANNOUNCEMENT
NEWPORT NEWS SHIPBUILDING
FEBRUARY 12, 1996
WASHINGTON, D.C.

In December, when I announced our financial partnership to build two chemical tankers at the Alabama Shipyard, the Admiral said it was the first time we had held such a ceremony in this building. It was historic.

Well, two months later we're back -- and I hope this becomes a habit.

Today, I'm pleased to announce the approval of $215 million in loan guarantees for Newport News Shipbuilding to construct five modern, Double Eagle tankers. The guarantees are to Hvide Marine, Van Ommeren Shipping, the Union Labor Life Insurance Co., and Tenneco.

I congratulate all of you -- especially Eric Hvide, Nick Van Reesma, and Bill Fricks of Newport News. Bill -- you took risks, you committed $70 million to revitalize your shipyard, and it's paid off in attracting new customers from throughout the world.

Today's agreement is good for three reasons.

First, it's good for jobs. It will directly support 700 to 1,000 shipyard jobs. In the mid-'80s Newport News employed 30,000 people, now it's under 20,000. We can't afford to lose more jobs; we have to hold on and to create new ones as the President outlined in the State of the Union.

This will also support countless jobs in the supplier industry. And it will create jobs in the merchant marine, for seafarers, because these are new tankers that will need to be manned in the future.

Second, we're protecting the environment. In 1990, Congress mandated that all future tankers built in American shipyards must be double hulled.

- more -

These will be the first new ones built since that law was passed. They are state-of-the-art. When they carry petroleum products between the Gulf and the east coast, they will be setting the standard for safe operation. The President has said we can grow our economy while protecting the environment, and today's announcement does precisely that.

Third, this agreement is another step forward in making our shipyards strong again.

The President and I, along with Congress, have a deep commitment to this industry. This is an industry of ups and downs that had been down too long.

So when this Administration came into office, the President announced a five-part strategy to rejuvenate our shipyards -- ending unfair foreign subsidies, cutting red tape, investing in advanced technologies, and providing overseas marketing assistance and loan guarantees.

Since then American shipyards have won orders to build tugs, barges, a ferry, and large cargo ships. They are building a total of 15 ocean-going ships -- the largest total in a decade.

And this is not the first good result of our program for Newport News. Newport News is building vessels for a Greek shipowner, and when they're completed -- and I understand construction is on schedule -- it will be the first U.S. export of a large ship in 30 years.

So, American shipyards have a future -- a bright one -- American workers have a future -- a bright one. And Admiral, with the good work your staff is doing, I look forward to many more announcements in this building.

Thank you.

# # # #

7.66

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MINORITY CONTRACTORS
FEBRUARY 15, 1996
ORLANDO, FLORIDA

Thank you Congresswoman Brown, she's a great advocate for small and minority businesses in Washington, and I'm delighted to be here and join the Congresswoman for this.

The other day I heard the President say that since 1992, over 100,000 African American businesses have been created. Let me ask: are any of you in this room?

My father owned a small business, and I started one too, for a few years, so I know where you're coming from.

I. Economy

The best thing the President can do for small business (or any size business) is to maintain a strong economy.

- Have had 3 good years.

- Americans have created 8 million jobs -- 600,000 in Florida.
- Cut deficit in half (with Congresswoman Brown's vote); over 7 years, it reduces a Florida family's portion of the federal debt by $15,000.
- Interest rates are low, so home-building in Florida is up 6 percent a year, after dropping 4 percent a year during the previous 12 years.
- Unemployment and inflation -- lowest combined level in 27 years.
- It's a great environment to start a new business. I see it in the airline industry. Since I've been Transportation Secretary, 20 new airlines have started up. Many of them start up with one or two planes. But they become the low-cost carriers in a niche market, and I'll

tell you -- they've reduced air fares, through increased competition, saving consumers $4.5 billion since 1993.

II. Administration Programs to help small businesses

- There isn't a Cabinet member who isn't doing everything he or she can to promote American products. Thanks especially to Ron Brown, our exports are rising, and the point I want to make is that many mid- and small-size companies are exporting

Story: Vietnam, Tiny Elicott

- Small Business Administration -- cut its budget 40 percent, but increased loans to minority and women by almost 80 percent. That's the same SBA who some in Congress (not Cong. Brown, but some) said we need to get rid of.
- Two and a half years ago, the President gave 90 percent of small businesses a tax cut by increasing the

expensing provisions. So if you invest in new equipment, you're getting a break.

- The President created empowerment zones and enterprise communities to offer incentives to invest in areas not doing very well.

III. Transportation Programs To Help Small Business

- What I hear more than anything else is: "we need capital." When I came to Transportation, I found we had a short-term lending program. We had it for years, but not enough people were using it. Why? Because they didn't know the program existed .... or they didn't know how to apply ... or the paperwork was too complicated.
- Whatever the reason, I said if we're going to have a program, let's make it work. We reached out to minority and small businesses by hosting seminars,

including one in Orlando last March. As a result, minority and small businesses were able to bid on $7 million in contracts ... and they received $4 million.

- The second biggest complaint I hear is bonding. People can't get the bonding needed to contract with the government -- be it local or state or whatever. When I came here people didn't know the program existed, and we set up local agents in Orlando, Tampa, and Miami. In the last year we issued 14 bonds in Florida totalling $2 million.

- The bottom line is that the year I came in minority businesses in Florida received $90 million in federally-funded state contracts; now you're up to almost $100 million.

III. Affirmative Action

- The President has spoken clearly about affirmative action.

  -- Mend, don't end

  -- Wilson, California story!

End

- I believe some of the best work in this country goes on at small businesses. Where the person who picks up the phone also may be the owner and is probably in hock up to here after starting the business.
- So, I applaud you -- wish you the best.

# # # #

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
ORLANDO CHAMBER OF COMMERCE
TRANSPORTATION CONFERENCE
FEBRUARY 15, 1996
ORLANDO, FLORIDA

Acknowledge: Congresswoman Corrine Brown ... Mayor Hood ... Linda Chapin (Orange County Chairman) ... Jacob Stuart (Greater Orlando Chamber)

- The President, in the State of the Union, set forth several challenges to move our country into the next century, and there are three that fit Transportation particularly well and the President has asked me to focus on.

- One is an <u>economic</u> policy that produces jobs and growth. Two is to make government work better. And the third is to make our <u>streets safer</u>, and I don't just mean from murderers and gangs, but to make our highways safer, because twice as many Floridians die from car crashes as from bullets.

- So, today I want to lay out for you what the President has been doing, and what I have been doing and what we will be doing to help meet these three challenges.

I. Economy

- Have had 3 good years.

- 8 million jobs -- 600,000 in Florida.

- Cut deficit in half (with Cong. Brown's vote); over 7 years, it reduces a Florida family's portion of the federal debt by $15,000.

- Interest rates are low, so home-building in Florida is up 6% a year, after dropping 4% a year during the previous 12 years.

- Unemployment and inflation -- lowest combined level in 27 years.

- Transportation industry has made itself very healthy
  - -- aerospace: Boeing adding 7,000 job (1st month, visited with President)
  - -- airlines: losing $10b to $2b profits (even Pan Am coming back) ... 20 new airlines (saves consumers $4.5 billion a year in fares).
  - -- shipbuilding: 1957 ... 15 large vessels ... Ft. Lauderdale company

- Aviation agreements: 32 ... Germany in next week (now open skies with 15% of European population; if we get Germany, it's one-third of Europe's population) ... Canada (28 U.S. cities -- now can fly direct between Orlando and Toronto.)

- Investments in infrastructure
  -- record levels ... ($28 b) ... up 8%
  -- transit: 12 systems
  -- high-speed rail (state announces winners in March)

- Operation TimeSaver
  -- high-tech highways
  -- 15% off commute time
  -- 75 metro areas:
  -- challenge Mayor Hood: Want Orlando
  -- cheaper than building highways

- GPS
  -- put 3 towers up in Florida
  -- meant for boaters, but will be used by drivers
  -- spouse joke

IV. Good government

- Era of big government is over.
  - -- downsized: 11,000 fewer vs. 10,000 added
  - -- cut 13% of rules

- But we need a strong government
  - -- yesterday visited floods in Oregon and Idaho. For all the complaints about Washington, I wish you could have heard what they said to the President yesterday. You need a strong FEMA, a strong Highways -- to help people in need.
  - -- California, earthquake, 12 weeks
  - -- do you think a weak highways could help hurricane victims in Florida?

- Innovative financing
  - -- Gov. Chiles a leader
  - -- Florida $200 million (widening I-75 by Georgia border; so tourists coming to Orlando can get here quicker)

V. Safe Streets

- Because the President put more cops on the street, and took assault weapons off (with Cong. Brown's vote), the murder rate, the crime rate, the car theft rates are all down.

- What isn't down, in fact what's going up, are deaths on the highway. This is one of Cong. Brown's concerns, and she has voted for highway safety every time, and I appreciate that.)

- Question: What's the leading cause of death for ages 5-28?

- 41,000 ... platueaed ... $137 b ($8.6 b in Florida)

- This morning: released a report to Congress: costs are 4 times greater, if you're not using a seat belt. You and I pay: 1/5 of medical costs picked up by Medicare, Medicaid.

- Tomorrow: start primary seat belt laws campaign ... Tallahassee ... Gov. Chiles.

- 10 states have: allows law enforcement officers to issue tickets anytime they see drivers or passengers not using seat belts. Texas, New York, California have.

- If all adopt, could save 4,000 lives.
  -- Florida: 150 deaths ... 4,000 injuries ... and $200 million

- History:
  -- 1982: 11% usage
  -- now: 68%
  -- Florida: just 59% (only 34th highest in country)

- Primary laws work:
  -- expect a 15% higher usage rate
  -- California, in 1993 (usage up, deaths down, law enforcement behind, no outcry from the public)

- So, to sum it up, my challenges for this year are to help the President keep the economy strong and growing ... to keep finding ways of governing better ... and to promote safe transportation.

- And I have one personal challenge: and that's to find time to come back to Orlando with my four and five year olds and visit Mickey Mouse.

- Thank you very much.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, February 14, 1996

Contact: Lorie Dankers
202/366-5565

MEDIA ADVISORY

WASHINGTON - U.S. Transportation Secretary Federico Peña will travel to Florida for a two day trip including stops in Orlando, Tallahassee and Miami.

In Orlando, Peña and U.S. Representative Corrine Brown will meet with local and regional transportation leaders at the Orlando Chamber of Commerce.

Continuing the US Department of Transportation's commitment to highway safety, Secretary Peña will participate in an event with Governor Lawton Chiles on Friday in Tallahassee at the State Capitol. The event supports the introduction and passage of a primary seat belt law in the upcoming session of the Florida legislature.

Also on Friday, Secretary Peña will participate in a briefing and demonstration of the United States Coast Guard's drug interdiction program in Miami.

Secretary Peña's schedule for Florida on Thursday and Friday, February 15 & 16, 1996:

Thursday, February 15

5:00 PM **Meeting with Orlando-area Transportation Leaders**
Orlando Chamber of Commerce Board Room
75 Ivanhoe Boulevard
Orlando, Florida

Friday, February 16

9:30 AM **Primary Seat Belt Law Event with Governor Chiles**
State Capitol Courtyard
Tallahassee, Florida

2:45 PM **US Coast Guard Drug Interdiction Demonstration**
Coast Guard Base - MacArthur Causeway
Miami Beach, Florida

NOTE: Media wishing to cover this event should contact the USCG District 7 public affairs office at 305/536-5641 to confirm attendance and for more information.

7.64

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
FLORIDA SAFETY BELT ALLIANCE ROUNDTABLE
FEBRUARY 16, 1996
TALLAHASSEE, FLORIDA

Thank you, and good morning to all of you.

I have many things to say, and I want to leave a lot of time for questions, but first let me say the most important message and that's thank you. Thanks to Gov. Chiles, who I will be at a press conference with later this morning, and to his team: Ben Watts ... Frank Carlile ... Fred Dickinson ... Col. Grimming ... and to all the members of the Florida Safety Belt Alliance who have worked so hard to make your streets safer.

The President, in the State of the Union, set forth several challenges, and one is to make our streets safer, and the President and I need your advice -- we need to know what you want, what works, what doesn't.

I. <u>Let me lay out the problem</u>.

- What is the number one cause of deaths for Americans aged 5-28?
- Nationally: 41,000 deaths (3 747s crashing a week) ... 3 million injuries ... 400,000 serious.
- Crime, murder, car theft -- all down

- But not car crashes. plateaued 3 years. Now rising slowly.
- Twice as many Floridians die from car crashes than bullets.
- 40% percent more Floridians are injured in traffic accidents than in a violent crime.
- We're filling hospital emergency rooms ... stealing best students (how many times do we have to read about another honors student killed by a drunk driver?)
- Costs: $137 b ... (in Florida: $8.6 b)
- You and I pay: Medicare, Medicaid, insurance

II. <u>Problem Will Get Worse</u>

- Americans are driving more miles.
- More teenagers. 2nd baby boom.
- More seniors. They are better drivers, but they are more fragile, and their bodies don't hold up well in car crashes.
- State responsibility:
  -- speed limits, (13 states have upped them)
  -- motorcycle helmets (as of now none have repealed the rule, but a number of state

legislators are on the verge of repealing.) I remember in Colorado

-- adopted and deaths decreased 24% ... repealed it, up 29%.

-- Not Florida. Thank you!

- Easy gains made
- Can't do business as usual

II. Need Bold New Strategy

- We live in world of change -- why should we be satisfied with 41,000 deaths a year? What can we do to cut it in half?
- Example: in aviation: <u>zero</u> accidents. Game plan: share information. Work together. Brought smaller commuters to level of large planes.
- It's time to begin to ask some very direct questions, about our vision for 10 years out.
- Why have we, as a society, as a culture, become numb to the thousands who die every year on the highway, feeling it won't happen to us or if it happens, well it happens and that's life?
- Why do we, as a society, not take our driving more seriously? We take great pains to train pilots of a plane or truck drivers, but somehow we forgot that

when we move 3,000 pounds of steel, you can kill somebody if you smash a wall at 40 miles an hour?

- Why is it that we have lost our civility on the roads, racing to cut someone off or overreacting to another person's mistakes causing more tensions on roads?
- Why have we assumed that it's okay to increase speed limits or do away with helmet laws ... that it's a matter of personal freedom and we're oblivious to the human and social costs of countless deaths and injuries?
- Why is it traditional for many <u>hospitals and HMOs</u>, to worry about you only after you're injured, as opposed to going out into the communities to find out what brought you in the door?
- Why do so many <u>businesses</u> that want to cut their costs, get involved in <u>health care</u> and <u>drug</u> policies, but not <u>motor vehicle</u> policies, even though motor vehicle crashes are such a large factor in their health care bills?
- Why can so many schools instruct our kids not to take drugs, or how not to get the HIV Virus, but we don't instruct them on how to avoid car crashes, which from the time they're in school until

they're 28 is statistically speaking the most likely cause of their death.

STORY: VISITED DAUGHTER'S SCHOOL 1ST DAY

- Why would we never dream of driving across a runway when a plane lands, but we're willing to try to outrace trains at a grade crossing.
- I raise these questions because I believe it will take a dramatic and fundamental change in attitude, if we'll ever reduce slaughter on roads. And I need your help in answering the questions.

IV. Strategies In Place

- There are strategies we've taken already.

1. A Safe communities program -- I would like to see one safe community in every state this year. But I won't be satisfied until every community is a safe community. These are communities that develop partnerships between the health and medical professionals and the private and public sector to seek creative solutions to reducing injuries. As a former Mayor, I know it's the locals, working together, who will solve this problem. March 15th, we'll kick off one of the first safe communities in Boca Raton.
2. I submitted a report to Congress yesterday, showing that the average hospital charges for unbelted drivers in a

crash was four times that for belted drivers. We did the report by linking crash, medical, and insurance data from 7 states. With this information states are able to find their problems and see what it costs them.

3. I've worked with Secretary Shalala, so my Department and Health and Human Services are -- together -- making transportation-related injuries and deaths a public health priority ... and identifying opportunities for collaborating, especially on injury control and linking health care and traffic safety data.

4. I've worked with Secretary Riley at the Department of Education, and he is sending material on transportation safety to 100,000 schools ... we're developing plans to make the trip to and from school safer.

5. Last year, we brought to Washington educators and public officials for a Moving Kids Safely Conference, and we'll have 10 meetings like this around the country.

6. I have convened a network of business leaders (people like Dick McPherson of Nationwide Insurance) who promote safe driving for their employees and families. They have 2,000 member companies participating and hope to get it up to 4,000

7. I recently set a new goal of reducing alcohol-related deaths to 11,000 annually by the year 2005. This would mean a reduction of about 6,000 deaths. We developed

this goal through a process that includes many partners, and they have provided us with 150 recommendations, and we're looking at them.

8. Last year, at President Clinton's urging, Congress passed a zero tolerance law, which allows for blood alcohol tolerances of only .02 percent or less for those under 21. It only makes sense that since all states have laws prohibiting those under 21 from buying alcohol, they shouldn't be allowed to drive and drive.

IV. Today's Step: Primary Seat Belt Law

- The step I'm promoting today is a primary seat belt law. If every state in the country this year, passed one, we could save 4,000 lives.
  -- Florida: 150 deaths ... 4,000 injuries
- Governor Chiles -- press conference.
- History:
  -- 1982: 11% usage
  -- now: 68%
  -- Florida: just 59% (only 34th highest in country)
- Primary laws work:
  -- 10 states
  -- 15% higher usage rate
  -- California, first, 1993 (usage up, deaths down, law enforcement behind, no outcry from the public)

- Bottom line: will save Florida $200 million a year.
- So, my purpose today is to lend immediate support to the Governor and legislature to pass -- on a bi-partisan basis -- a primary seat belt law.
- But also, I want to know from you what we need to do in the future ... I want to look at a broader strategy of rethinking our entire efforts to reduce deaths ... I want your input.
- Who's first? # # # #

# # # #

7-63

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
PRIMARY SEAT BELT INITIATIVE PRESS CONFERENCE
TALLAHASSEE, FLORIDA
FEBRUARY 16, 1996

You're going to ask us a lot of questions today, but let me start by asking all of you one. Do you know what the leading cause of death for Americans ages five to 28 is?

It's not a disease. It's not crime. Nor accidents at work or school. It's car crashes.

So today, I'm here with a very straightforward message: pass a primary safety belt law.

Florida can make its highways safer by passing the same law 10 other states have, which says law enforcement officers can issue tickets anytime they see drivers or passengers not wearing belts.

I salute Governor Chiles for his leadership in this important life-saving strategy, and I know when this passes, it will be with bi-partisan support.

In the State of the Union, President Clinton challenged us to make our streets safer. And we are. The crime rate is down, the murder rate is down, and car thefts are down.

Unfortunately, deaths on our highways are going up. Not down, but up.

Twice as many Floridans die from car crashes as bullets. Forty percent more Floridians are injured in traffic crashes than in a violent crime.

We as a nation, must take bold action and change our attitudes, about the act of driving and highway civility.

We've learned from past experiences that new strategies to prevent injuries work -- although sometimes they take years to change behavior.

- more -

Forty years ago, the automakers sold seat belts for the first time, and there weren't many buyers. Fifteen years ago, only one in 10 Americans bothered to wear belts.

Then in 1984, states started passing seat belt laws making their use mandatory, and now almost seven in 10 Americans buckle up, although in Florida it's only six in ten -- and the Governor and I know that we can do better. As a result of seat belt use, we have prevented 1.5 million serious injuries in this country since 1982.

But those were the easy gains. We can't do business as usual. We have to start now, today, this year, to pass primary seat belt laws. If every state passed one, we could annually save 4,000 lives. Here in Florida, it could prevent 150 deaths a year ... and 4,000 injuries.

In 1993, when California started requiring primary enforcement, seat belt usage went up, the death rate went down, the law enforcement officers uniformly supported it, and there was no outcry from the public.

And California did it without adding resources to the budget, because there was no need for added patrols. Officers would just write safety belt citations as part of their daily activity. So anybody who says it will be costly is wrong.

And there's one more reason to pass this law. It is a proven way to save the taxpayers' money. In Florida, it would save taxpayers $200 million a year.

You see, every time a driver chooses not to fasten a seat belt ... has a crash ... lands himself or herself and the innocent victims from the car he hits in the hospital ... a big part of the tab is paid by the taxpayer. You and me.

Just yesterday, I sent to Congress a report showing that if you're in a crash, your average health care bill will be five times more if you're not wearing a seat belt.

As a former mayor, I can tell you every time you send firefighters, and police, and ambulances to crash scenes, the cash register rings.

So, my message is simple. Fifteen percent more Floridians would buckle their seat belts ... we could save 150 lives and $200 million ... if Florida adopted a primary seat belt law.

I'm here to lend my support to the Governor and legislature to pass one -- with bi-partisan support. Thank you.

# # # #

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

7.62

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
RAILROAD EMERGENCY ORDER PRESS CONFERENCE
FEBRUARY 20, 1996
WASHINGTON, D.C.

On Saturday, after visiting the Silver Spring accident sight, I ordered the Federal Railroad Administration and the Federal Transit Administration to develop actions necessary to better ensure the safety of the millions of Americans who ride trains. Today, we are issuing an emergency order, launching a series of actions.

Many Americans have asked me: Are trains safe? Yes, they are. Can we make them safer? Yes we can.

I was pained by the tragedies in Silver Spring and in Secaucus, New Jersey, on February 9th. In the last 11 days, 14 people have been killed in railroad accidents. We deeply mourn their losses and appreciate the heroics of the rescue workers.

While the National Transportation Safety Board has not reached a final conclusion, enough questions have been answered to take actions now.

So the emergency actions I am putting in place are:

First, when a train passes a signal, engineers will be required to call out to another crew member if that signal is: red or yellow.

This is similar to a cock-pit of a plane, where pilots and co-pilots talk. My intent is to make sure people are alert and that the entire crew is taking responsibility for the safety of the train.

A designated crew member, elsewhere on the train, by radio ought to help the engineer remember to abide to signal indications. This step will be required on trains that exceed 30 miles per hour and are not equipped with cab signals or automatic train control technology.

- more -

Second, after a train stops at a station to let people on and off, or is slowed to less than 10 miles per hour, henceforth, the train shall proceed from that point at no faster than 30 miles per hour. This will allow the engineer time to stop before the next signal. Once the train reaches the signal, and it is clear, the train can then resume full speed.

Think of it as travelling on a yellow light every time you leave a station.

Again, while the National Transportation Safety Board has not made a final report on the Silver Spring accident, it has said the train was going 63 miles per hour. Under my rule, the train will go 30 miles per hour, and will prevent situations like Silver Spring from happening again.

Of course, this new speed will have some impacts on operations. But I believe it is warranted to ensure safety. And again, this will be required on any train not equipped with cab signals or automatic train control technology.

Third, commuter and passenger rails will be required to ensure that emergency window exits actually open and operate as intended. Furthermore, emergency window exits must be clearly marked and visible, both inside and outside the passenger coach.

If there are any defective exits, they must be replaced. Period.

The Federal Railroad Administration also will be taking steps to ensure that the railroads are in full compliance with this measure.

Beyond these emergency steps, I am requiring every commuter operating authority in this country to prepare a safety plan within 45 days.

I want the Federal Railroad Administration to review with each railroad its current practices and how it can enhance the safety of these operations. In fact, later this week, the Administrator will meet with labor, with management of freight railroads, and with commuter officials.

I want to deal with the realities of train operations as they have evolved over the last 30 years. Cab car operations have been safe, but there are inherent risks in this mode, that puts passengers upfront without protection of a lead locomotive.

So we need to ask some hard questions: Can we make cab car operations safer, and are they safe under all circumstances? What procedures do the commuter rails follow in adverse conditions, such as bad weather? How are they

scheduling their crews? What are they doing to protect highway-rail grade crossings? Those are the kinds of questions we ought to ask.

I'm looking for common sense. I'm looking for balance between doing things that are practical and giving passengers maximum protection.

We intend to evaluate the plans. If there are issues that we are not satisfied with, we will take steps necessary to further enhance safety.

Finally, I am calling for commuter railroads to submit a plan for adopting improved train control technologies. We want planning for safety and more efficient train operations to be an integral part of their strategic planning. We will discuss the plans, on a case by case basis, to identify opportunities where technologies could increase safety.

In 1994, we conducted a study for Congress on the use of new train control technologies. The report said on a national basis that a mandate for such systems could not be justified on the basis of safety alone. However, these systems have other benefits for passenger railroads which will lead to their widespread use. In partnership with some railroads, we have moved forward with pilot programs to perfect the technologies and bring their costs down.

All of these actions are not meant to be heavy handed mandates. They are a constructive use of my regulatory powers to make sure everyone meets a safe standard.

In many cases, railroads already practice what we're asking of them. I want every railroad in this country to be practicing the highest standards every trip, every hour, every day.

I want to say something to the railroad workers, who are serving the public, getting millions of Americans to work and school every day, very safely. Today, I have taken steps that will make those rides even safer.

And finally I want to say to the American public: whether you take a train, or fly, or drive, my highest priority is your safety.

One year ago, the airline industry committed to a goal of zero accidents. Airlines don't want a single airplane crash, and the industry is dedicated to meeting that objective.

I say we must dedicate ourselves to such an objective for our nation's rail system. I don't want to see head-on rail collisions. Today, I have taken important steps to prevent future crashes.

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

7.61

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
INTERNATIONAL ASSOCIATION OF MACHINISTS
DISTRICT LODGE 141
FEBRUARY 20, 1996
WASHINGTON D.C.

Thank you Ken (Thiede), and good morning to all of you. I understand most of you are from United, is that correct? Raise your hand if you're with United.

I want to start by saying something you don't hear enough and that's thank you. My job requires me to fly commercial. I don't know if my title has anything to do with it, but my planes rarely have mechanical problems!

The President, in the State of the Union, set forth several challenges to move our country into the next century. Many of us in the Cabinet are working to help the President meet these challenges -- the challenge to strengthen the family ... to increase educational

opportunities ... to safeguard our environment ...to maintain our leadership in the world.

There are three that fit Transportation particularly well. And the President has asked me to focus on them.

One is an economic policy that produces jobs and growth. Two, is to make our country safer. Three, is to make government work better.

So, today I want to lay out what the President has done ... what I have done ... and what we have done together, labor and government, to move forward.

I. ECONOMIC

Let me start with the economic challenge.

When the President and I took office three years ago, many in the airline industry were not thinking

about growing. Two of the major airlines were in bankruptcy. They were focused mostly on surviving.

I remember my confirmation hearing to become Transportation Secretary. It was the day after United announced it would lay off 3,000 employees. There were big headlines in the paper. So, at the hearings one of the senators asked: If you become Secretary, Mr. Peña, what will you do, because the industry is a basket case?

Within a month after taking office, the President and I went to Boeing with leaders from labor, from the airlines and the aerospace industries ... and we sat in a room smaller than this ... and we asked: How can we be most helpful?

There were many different opinions. So we started a commission that included labor. Ninety days later the commission had a report. And we've acted on 80 percent of the recommendations.

But I told the President back then, for the airline sector to rebound, the economy had to rebound. And it has. We've had three solid years.

Inflation is low ... interest rates are low ... home ownership is at its highest rate in 15 years ... we've created more small businesses than at any time in our history ... the President has cut the deficit in half ... the deficit is down for three years in a row, the first time that has happened since Harry Truman was President ... and the private sector has created nearly 8 million jobs. That is crucial to your industry because employed people fly. Unemployed ones do not.

The airline industry has taken advantage of the strong economy. Last year, the industry made $2 billion in profits. United went from laying off 3,000 to, in 1995, adding 6,000 jobs. I have been told, that includes 420 IAM members. Congratulations!

By the way, I remember meeting with a number of labor groups on the employee buyout, which we supported, and congratulations on how well that is going.

The question we need to ask is: How do we keep growing? What do we need to do today to make sure five, 10, or 20 years from now we have economic security?

One approach is to add new flights, to new more lucrative destinations. A rule of thumb is that if you add one daily international flight, where none existed before, it adds at least $40 million to the economy.

Think of all the business and tourist spending that results from all that travel. Think of the many small businesses that are benefiting. As a former Mayor, I can tell you, that is the reason communities fight for new routes.

My responsibility is to <u>negotiate</u> with other countries to enable you to add flights.

In three years, we have negotiated more than 30 agreements. A delegation from Germany is coming to Washington this week, and I look forward to an agreement with our German friends.

And look at how United has benefitted: You started a Chicago to London route, that you had wanted for years ... you started a new around-the-world service in December (our agreements with Hong Kong and India made that possible) ... you have a new Miami to Lima, Peru route.

Our recent agreement with Thailand, which had been renounced during the Bush Administration, will open up new opportunities there ... and because of the Canadian agreement, you have a San Francisco to Vancouver route, twice a day; and you're putting in flights from Denver and LA to Vancouver.

I believe we must keep a global vision. Because 20 years from now, the world passenger traffic will double. There will be 2 1/2 billion air travelers, which

is more than the population of the world when the Wright brothers lifted off at Kitty Hawk.

That also means we'll need twice as many planes as we have now.

One of the things that I have done ... as has Secretary Brown, and Secretary Christopher, and President Clinton, himself -- is to advocate on behalf of American companies selling abroad.

Boeing is this country's single largest exporter, almost two-thirds of its sales are abroad. On trips to Taiwan and throughout Asia and Saudi Arabia, I have advocated on behalf of U.S. aerospace companies. To be honest, there aren't many parts of my job that I enjoy more, because it has meant jobs for American workers.

II. SAFE COUNTRY

Now, let me talk about the President's second challenge, and that is to have a safe country, where people aren't afraid to walk the streets. Where people aren't afraid to take trains. Or drive on highways. Or to fly on airplanes.

We have the safest aviation system in the world. Aviation accidents today are half what they were a decade ago. Last year was a better year than 1994 -- and I thank you.

Most of all, I thank you for coming together with the industry to set the highest possible goal: zero accidents.

I believe, as I know you do, that safety is a shared responsibility. It is not just up to the pilots. It is up to the people who build planes... who regulate them ... who inspect them ... and who repair them.

Your work is critical, and because you've already made so many major gains, it will take a major effort now to make the minor gains that we need. But we're going to move forward -- together.

In January of 1995, when I convened the safety summit, labor, industry, and the government came together to identify actions to take. I went to New Orleans in December, for an up-date, and I was pleased to hear the progress, including the progress in maintenance.

Now, there is a guide book, suggesting the best work environment in the hangar, and examining the

human factors in maintenance, and I'm told one of the leaders in this area is United.

As a result of our safety summit, now, more than 100 carriers have safety officers.

Now, we have one level of safety, because of the commuter safety rule. It was the most comprehensive rule ever, it was the most swiftly enacted, and it will achieve a higher level of safety for all of us.

One last point I want to make about safety. Last January at the safety summit, some of the ground crew personnel recommended to me that mechanical delays not be included in on-time performance records. There are pros and cons on both sides of this issue. After I heard what they said, I took the unusual step of re-opening the issue. We have to think this out very,

very carefully and find the right balance, and that is what we're working on now. I want to do things right.

III. GOOD GOVERNMENT

That brings me to the last challenge, which is running a good government.

The President has said that the era of big government is over. I see it in my department. There are 11,000 fewer employees than the day I walked in. The four years before I came, 10,000 positions were added. So the next time somebody says to you, the Democrats are the party of big government, have them come see the record of the Department of Transportation..

But smaller, does not mean weaker. When I'm on a runway, ready to take off, the last thing in the world I'd ever want is a weak air traffic control system. If

you want the public to have faith in flying, we need a strong FAA.

How can we be competitive in the global economy if our government can't figure out how to buy new computers to guide airplanes in the busiest skies in the world?

Under previous management, FAA conducted 13 different studies on how to restructure, and 25 different reforms and reorganizations, yet all of us were still totally frustrated with the system.

For three years the Vice President and I called for reforms. I was delighted to see Congress approve reforms in December, the largest package in nearly 30 years. These changes in personnel and procurement rules will allow the FAA to operate like a private business instead of an outdated regulator. By

the way, we're absolutely committed to maintaining the role of FAA unions as a bargaining agent. We're determined that changes will take place with cooperation.

But we still have a pressing need on finance reform. I hope Congress will approve the bipartisan bill before it, sponsored by Senators McCain, Ford, and Hollings. Unless financial reforms are won, the FAA won't have enough money to cope with a 35 percent jump in its workload early in the next century.

I hope you participate in this debate, because it's your jobs ... it is your airlines ... that rely on FAA's services.

So, to sum it up, my challenges for this year are to help the President keep the economy strong and

growing ... to promote safe transportation ... and to keep finding ways of governing better.

I never knew a time when this industry hasn't risen to its challenges. There are incredible possibilities out there. I look forward to working, as partners, to find them.

Thank you.

# # # #

7.60

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
SACRAMENTO BUSINESS LEADERS
FEBRUARY 21, 1996
SACRAMENTO, CALIFORNIA

The President, in his State of the Union, set forth several challenges to move our country -- our people and communities like Sacramento -- ahead into the next century.

He set forth a vision and strategy for achieving many of the things you and I value most in life -- economic security, stronger families, a good education for our kids, low crime, a clean environment, good government.

What I want to talk about this morning are four challenges that fit transportation particularly well and the President has asked me to focus on.

One is an economic policy that produces jobs and growth. Two is to make government work better. Three is a better environment, which I know is especially critical in California's urban areas. And four is making our streets safe, not just from criminals but safer for drivers.

So, today let me lay out for you what the President has done, what I have done, and what we will do to help meet these challenges.

First, the economy. We've had three years of solid economic growth. Just look at the numbers. Nearly 8 million new jobs -- 230,000 of them in California. Over a million of them in basic industries, like construction and autos after years of job losses.

We have the lowest combined rate of inflation and unemployment in 27 years -- the lowest in nearly three decades, a generation.

We cut the federal deficit in half in just three years after 12 years of huge deficits that quadrupled the national debt.

- more -

In fact, if it hadn't been for those deficits, we'd have a balanced budget today. All the current deficit goes to pay the interest on the national debt!

In a positive growth environment, the transportation industry has made itself very healthy. Look at aerospace. Do you remember just a few years ago when manufacturers and airlines were laying people off? I sure do. The day of my confirmation hearing United Airlines announced 3,000 layoffs and the senators wanted to know what I planned to do about it.

Well, the President and I visited Boeing with leaders from labor, the airlines and aerospace industries a month after taking office. We asked how can we be most helpful?

Ninety days later the commission we formed issued a report and we've acted on 80 percent of the recommendations.

Now Boeing is hiring 7,000 workers. Earlier this week I spoke to a union of United Airlines, and last year, they told me United hired 6,000 people.

But how do we keep growing -- that's the challenge?

Well, one of my responsibilities is negotiating air trade agreements. So far we've signed 31 new accords -- and I hope to close a big one soon with Germany. These agreements make it easier for you to fly overseas, with lower fares.

Let me illustrate. Last year, we signed a new agreement to open the skies between the U.S. and Canada.

Here are the results: 45 new routes, 14 U.S. cities with service for the first time to Canadian cities, unprecedented passenger growth of 16 percent over the last year versus just 3 percent before the agreement, and one million more air travellers in just the last half of 1995.

Between California and Canada: there's been a 9 percent increase in passenger traffic ... two new non-stop routes, between Palm Springs and Vancouver and Winnipeg ... additional services between San Francisco and Vancouver and Calgary, as well as Los Angeles-Vancouver.

And air service between Asia and California -- America's gateway to the Far East -- is being enhanced by agreements with Japan, Thailand, Hong Kong, and Macao.

Let me note an industry rule of thumb: with every daily international flight you add where none existed before, you pump at least $40 million into the economy. That's money that goes not just to the airline or the airport but into the coffers of local business people like many of you here today. As a former mayor, I can tell you mayors want new air services for their cities.

Another way to grow the economy is what President Clinton has asked me and others in the Cabinet to do. That is to be aggressive trade advocates of American products.

Last summer, I brought a few dozen of my colleagues, the transportation ministers of many Asian countries to California, to showcase technology being developed here.

One of the most pleasant activities I've done in three years, is to help close $10 billion in aircraft sales to Saudi Arabia and Taiwan, which has meant jobs here. I led trade missions to Europe, the Middle East, and just last fall to Asia.

Some two dozen business people and I visited 8 nations, including our first trade mission to Vietnam since normalizing relations. We signed several deals and urged officials to consider American firms bidding on many projects throughout the region.

So, that is how we're meeting the President's challenge of strengthening the economy.

We have a second challenge: making government work better for less. In the State of the Union, the president said the era of big government is over -- that we must be as nimble and entrepreneurial as the private sector to carry us forward.

In the four years prior to my taking office, the Bush Administration added 10,000 employees. Added 10,000. That was big government. Some people don't think Democrats are good managers, but since I've been in office, we have downsized by 11,000.

And we've done away with 13 percent of our regulations -- rules we don't need, and probably never should have had.

But -- and it's an important but -- we haven't downsized our investments in transportation infrastructure. We're investing $28 billion a year -- 8 percent more than in the prior four years.

Running a good government means knowing where to invest the taxpayer's money. I know many of you care about making those investments in transportation.

My department is considering your request to help finance Sacramento's south corridor extension. I expect a decision soon. In fact, I mentioned it to the President last week when we were in Oregon and Idaho looking at the terrible damage caused by the flooding.

This President is pro-transit.

In the last three years, we've invested almost $4 billion in major transit construction. That's unprecedented. That is double what was invested in the previous four years.

And this despite efforts by some in Congress to decimate mass transit investment.

Later this morning I'll be touring your light rail system, and I suspect I'll hear more about the proposed extension project!

Since coming in last night, I've already talked with a number of local business and civic leaders. And what are they asking most about? Mass transit. They ask what are we going to do about the congestion? The smog? How do we get the most for our transit money?

They want to locate offices and plants where transportation is smooth and effortless. It has to be easy for people to get to work, and for goods to be moved.

And I understand this will be especially important in this area given a population growing about two to three percent a year, an expanding labor force and a growing business sector.

Times have changed. Can you remember when nobody wanted a transit stop in their backyard? Now communities fight over train stations. And developers ask: Where are the stations going in?

So government has a role to play in building the infrastructure and doing it in a way that drives economic development in many communities.

And this is where the third challenge ties in and that is the environment.

I'm not talking just about clean air and clean water. Of course a clean environment is very important. If all the people who rode transit instead took cars, every year we'd see tons of more pollutants.

Those six million people who get to work everyday on buses or trains, if they drove cars instead -- and you lined all the extra cars up -- they'd circle the planet!

We'd use another one and a half billion gallons of gasoline, which would increase our dependence on foreign oil.

By environment, I also mean less congestion. I mean a better quality of life. I mean making the whole experience of travelling more pleasant, more functional.

And I don't think I need to remind anyone in California the importance of transit during an emergency. BART in San Francisco was the lifeline back in 1989 after the earthquake.

The same thing happened in Los Angeles after the 1994 quake immobilized many motorists for weeks -- the President and I spent a lot of time working with state and local officials to get things back in shape and LA's transit system was a key player.

Now I'm sure you have a few questions -- but let me close by congratulating you -- the state of California -- on meeting the fourth challenge: safe streets.

While crime rates are falling, thanks in part to the President who's putting more cops on the street and taking assault weapons off, what isn't down are deaths on the highway. Traffic accidents are the leading cause of death for ages 5-28. Forty-one thousand men, women and children are killed every year.

And it's costly to the economy, $137 billion every year. That is a terrible waste.

But California is among 10 states, a leader, in helping us turn this around by passing a primary seat belt law. I commend your lawmakers here in Sacramento for passing that law.

Last week I launched a national campaign to encourage more states to take your lead. I was in Florida with Governor Chiles to encourage Florida to adopt a primary seat belt law. And in my speech in Florida, I pointed to California -- to how successful your law has been to increasing seat belt use. California has one of the very highest seat belt usage rates in this country. So, keep it up.

To sum it up, my challenges for this year are to help the President keep the economy strong and growing, to keep finding ways of governing better, to promote good environmental practices, and to promote safe transportation.

There are incredible possibilities out there. I look forward to working, as partners with industry, labor, and the public officials in California, to find them.

Thank you.

# # # #

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

TALKING POINTS
CALIFORNIA ECONOMY & TRANSPORTATION
2/21-23/96 Sacramento - San Francisco Trip

Economy

- Have had 3 solid years.
- 8 million jobs -- 230,000 in California.
- Cut deficit in half.
- Unemployment and inflation -- lowest combined level in 27 years. In California, jobless rate down to 7.8% from 9.4% when we took office.
- New California business incorporation up 7% a year.

Transportation

- Transportation industry has made itself very healthy
  - -- aerospace: Boeing adding 7,000 jobs (1st month, visited with President).
  - -- airlines: losing $12 bln to $2 bln profits ... 20 new airlines (saves consumers $4.5 bln a year in lower fares).
  - -- shipbuilding: 1957 ... 15 large vessels ... NASCO in San Diego, $25 million to modernize.
- Aviation agreements: 30+ ... Germany this week (now open skies with 15% of European population; if we get Germany, it's one-third of Europe's population) Canada: One year anniversary: Feb. 24 ... 45 new routes ... 14 U.S. cities with service for the first time ... unprecedented passenger growth of 16% in first year vs. 3% before agreement, total of 1 mln more people just in last half of 1995.

+ In California: 9% increase in passenger traffic ... two new non-stop routes: Palm Springs and Vancouver, Winnipeg ... additional service between San Francisco-Vancouver, SF-Calgary, and Los Angeles-Vancouver.

- Asia: China, Japan, Thailand, Hong Kong, Macao -- new non-stop flights from San Francisco and Los Angles to Kansai Airport in Osaka.
  -- rule of thumb: if you add one daily international flight where none existed before, you pump at least $40 mln into the economy.
- Foreign trade is expanding.
  -- total U.S. exports up by one-third.
  -- trade advocacy a top Clinton priority ... $10 bln in aircraft sales to Saudi Arabia and Taiwan.
  -- trade missions to Europe, Middle East -- most recently to Asia (8 nations, first mission to Vietnam).
  -- visited Trimble GPS project in Kobe, Japan
- Investing more in infrastructure
  -- You create jobs, grow economy when you invest in transportation.
  -- record levels ... ($28 bln) ... up 8%
  -- transit: 12 systems, more to come later this year
  -- Sacramento ... DOT considering south corridor light rail

extension funding (total -- $200 mln; fed'l -- $100 mln) ... hope for decision soon.

+ Population growing about 2-3% a year ... area suburbanizing like many others ... so region will need to work as partners in solving transport challenges.

-- <u>San Francisco</u> ... just opening new Colma Station -- caps $170 mln extension project (75% federal financed) ... created 10,000 jobs ... jumping off point for proposed new line to SF Airport.

+ DOT considering funding request for BART extension to the airport.

+ Rail line to airport seen locally as key to making SF Airport major gateway to Pacific Rim. Auto airport traffic expected to jump 30% ... rail needed to ease congestion.

+ Colma extension is part of broader, five-county $2.4 bln expansion of BART system. DOT to provide 30% of total.

- Operation TimeSaver:
  -- high-tech highways
  -- 15% off commute time
  -- 75 metro areas:

-- challenge Sacramento Mayor Serna and SF Mayor Brown to compete -- cheaper than building highways

- GPS
  - -- put 5 towers up in California
  - -- meant for boaters, but will be used by drivers
  - -- spouse joke

<u>Good government</u>

- Era of big over.
  - -- downsized: 11,000 fewer vs. 10,000 added
  - -- cut 13% of rules
- but we need a strong government
  - -- last week, visited floods in Oregon and Idaho. For all the complaints about Washington, I wish you could have heard what they said to the President. You need a strong FEMA, strong highways and bridges -- to help people in need.
  - -- do you think poor highways and dilapidated bridges could help earthquake victims in California? (Responded in 12 weeks)

# # # #

7.58

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
BART COLMA STATION OPENING
FEBRUARY 23, 1996
COLMA, CALIFORNIA

Congresswoman Pelosi, Congressman Lantos, and Congressman Baker we're all here because it's a great day, celebrating another major milestone for BART, and for our nation.

This is one of the best transit systems in the world. Many years ago, San Francisco residents knew they wanted mass transit. They went to the polls and taxed themselves to pay for it. Now, 80 million people every day use BART.

Over the years, the federal government has contributed $380 million, including $125 million to build this station. So we've just made the best system in the world, even better.

I'm so proud to play a part in that -- congratulations.

There's three points I'd like to make today. One is that President Clinton and I are committed to investing in America's infrastructure. Two, that commitment is intended to improve your quality of life. And three, transportation projects like Colma Station fit into a broader perspective of what role transportation plays in the economic competitiveness of our country.

First, President Clinton is a firm believer that infrastructure investment fosters economic prosperity.

Over all, we're investing $28 billion a year in our transportation infrastructure, that's 8 percent higher than in the prior four years, some $2 billion every year.

In the last three years, we've invested almost $4 billion alone in major transit construction.

- more -

This is unprecedented, double what was invested in the previous four years.

And this, despite recent efforts in Congress to decimate mass transit investment. And all this despite our efforts to downsize government. I have 11,000 fewer people working at my Department than the day I walked in, but I haven't downsized my investments in America.

We've issued a dozen full-funding grants to urban areas. And right now we're considering a grant request for the BART extension from here to the airport. I expect a decision soon.

Now my second point is these investments are important to your quality of life.

BART was the big reason Market Street in San Francisco was restored. It has been the big reason behind much of the economic activity in the Bay area.

Today, before any developer builds a major activity center, he or she wants to know: can we have a train station in the center of it?

Let me tell you a story, since so many public officials are here. Several weeks ago all the mayors from across the country were in Washington, the people who live with congestion and smog everyday. President Clinton met with them at the White House. I was there. And he told of his commitment to investing in our infrastructure, especially in urban areas where it's needed most.

When I promised later that we'd make additional transit commitments this year and continue to support operating assistance, that's when they applauded the loudest, Democrats and Republicans.

They know how train stations improve the quality of life. This station will make is easier for people to get to work, and for goods to be moved. It will help you prosper.

It will help the environment and relieve congestion. If all the people who rode transit instead took cars, every year we'd see tons more pollutants and we'd have enough cars to form a line bumper-to-bumper that would circle the planet.

And I don't think I need to remind anyone in this city the importance of transit during an emergency. BART was your lifeline back in 1989 after the earthquake.

So transit improves the quality of life.

Finally, point three. Colma is part of a much broader vision for making the Bay area the West Coast gateway to the Pacific Rim. You already are a key player in the exploding Asia-Pacific economy.

Colma Station will help to firmly anchor the region to the transit system. And linking it to San Francisco Airport would help prepare you for the challenges of the 21st century, what some are calling the Pacific Century, where goods and people can move between trains, and cars, and planes, effortlessly.

Let me end with this.

Three years ago President Clinton and I campaigned for change. We called for new ways of meeting the nation's challenges, by forming partnerships, trying new ideas.

Like that successful campaign, I hope your campaign -- starting with today's Colma Station festivities to win new riders and create new economic opportunities -- is equally as successful.

Now, I look forward to taking a ride on the train and seeing the beautiful artwork I've heard so much about. Thank you, very much.

# # # #

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

7.57

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
PARALYMPICS EVENT ATLANTA
FEBRUARY 26, 1996
ATLANTA, GEORGIA

- Thank you. Happy to be here. I'm in Atlanta to check the progress the city is making in preparing for the Olympics and the Paralympics. Must say, I'm very impressed with the transportation arrangements.

- To help you along, I'm proud to award the Paralympics Organizing Committee $1 million to develop a high-tech information system to make it easier for people to figure out how to get around.

- Want athletes and spectators to enjoy the challenge of the Paralympics Games, <u>not</u> face the challenge of getting to the games.

- Interactive information kiosks will give the information you need to move around independently during the competition. The kiosks will provide a variety of information, including transportation options and schedules, timely reports about upcoming events, and meal schedules.

- Developing these kiosks is just one of many projects the Transportation Department is doing to assure full access to transportation during the games. We want athletes, coaches, spectators, officials -- everyone -- to have a great and rewarding time during the 10th Paralympiad.

- Thank you.

7.56

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
NATIONAL CONGRESS OF AMERICAN INDIANS
FEBRUARY 26, 1996
WASHINGTON, D.C.

We're all here, because we work for a President who wants us, to the maximum extent possible, consulting with tribal governments. So, I hope we can have a good dialogue today.

Many of the priorities the President has challenged all of us in the Cabinet to work on, are your priorities.

He wants Americans to have good paying jobs. Today, a full-time, minimum-wage worker with a family, cannot earn enough to stay out of poverty.

He wants to improve education, because teenagers dropping out of school limit their economic opportunities for the rest of their lives.

And there is no President who has ever fought so hard to give Americans access to health care.

Government can't solve all these problems. Solutions don't come overnight. But you know, as I know, as the President knows, that the first road to solutions is literally a road.

You can have all the schools and health care facilities in the world, but they're only as good as the roads that take people to them.

If you want to improve your economic situation, if you want to generate capital investment and bring employment opportunities to Indian reservations, if you want to bring tourism-related projects in, you need roads.

- more -

Did you know that more Indian households today have cars than telephones? Almost 80 percent have cars. And that does not surprise me, because the vital link between the Indian people and a higher standard of living is transportation.

So today, my message is a very up-beat one. First, I believe in investing in infrastructure. Second, I believe in doing it in partnership with you.

Let me take those points, one at a time.

First, there has been a substantial increase in funding for the Indian reservation roads. Under the Bush Administration, investments to build roads on reservations averaged $100 million a year. We have averaged $190 million, per year.

So, the investments have almost doubled. I can think of many programs that have been cut in half, but I can't think of very many programs -- in all of government -- that have doubled.

To put this in even greater perspective, under the Bush Administration, the Department of Transportation added 10,000 employees (added). I have downsized by 11,000 people (downsized) but we have upsized our investments in your road program.

And in the past year, when other highway programs, across the board were cut, yours was not. So I believe this President has served you well.

And look at what the investments have bought.

Roads that have cut travel time to schools and medical facilities by 50 miles -- that's one hour; bridges over railroad crossings that have eliminated situations where many accidents and deaths had been occurring; primary access roads to farms, to oil and gas fields, to local timber operations; roads to tribal complexes so senior citizens could have a way to get to their meals.

In Massachusetts, at the Wampanoag Tribe of Gay Head Reservation -- a new tribe that had no roads and no infrastructure, we built a road providing access to the Tribal Multi-purpose building, where there will be housing and future development. To complete this project, money was leveraged from other state road programs, and if we hadn't creatively financed it, it would have taken another 50 years to build it.

And in Mississippi, in the Mississippi Band of Choctaw Indians we constructed an industrial park road that serves three manufacturing facilities.

To me, these are well-designed, well thought out projects that help Native Americans achieve higher living standards day in and day out.

The second point I want to make is that we have done this as partners.

Two years ago, Secretary Babbitt and I sent a joint letter to all the governors saying they need to involve Indian tribal governments in transportation planning decisions.

We've held national meetings with the tribes and all the interested state, metropolitan, and county groups to discuss how to improve tribe involvement.

This is a challenge. There's no doubt about that. I believe we need a better understanding of each other's planning process to develop a partnership.

My Department has helped get off the ground the Intertribal Transportation Association. Its mission is to develop tribal capabilities to perform transportation planning for reservations.

The group is now conducting a survey for us to see what your needs are and will be, and to determine how we can best meet them.

And of course, this Council has been conducting a transit survey for us, trying to help us more clearly understand transit needs in Indian country. And hopefully from the results, we can create programs to respond appropriately.

So, we are trying to invest in your infrastructure and we're trying to do it as partners.

Wel, where do we go from here?

As hopeful as we ought to be, I believe we must do it in the context of what the President said at the State of the Union: the era of big government is over.

When the President walked into the Oval Office, he inherited a $290 billion budget deficit. He has cut that in half. Nobody thought he could do it, but he did. And in seven years, he has set a goal to balance the budget. There will be no deficit.

What does that mean for highways? It means that we will need to change how we finance and build roads. It's time to recognize that road building is not a government monopoly anymore. Those days are over.

I was in Asia, in November, where 10 to 15 percent of their total infrastructure spending is now privately financed. In 10 years, they want it to be 30 percent. Here, in America, less than 1 percent of our transportation infrastructure is privately financed. We must change.

I have thrown out a lot of rules on highway financing. I have tried to be innovative and creative. I have encouraged greater use of technologies.

And I have found the states to have great ideas. We are delivering transportation projects sooner to the public by two to three years, and it will make a big difference in people's lives. I ask you to work with us and your state departments of transportation to develop more creative financing, perhaps inviting in the private sector.

Let me end on this. This is an election year. You will hear a lot of rhetoric. And when people running for office provide their vision on what kind of America they want, I say look at their record.

If you're serious about getting people out of poverty and onto jobs, if you're serious about providing a good education or a good health care system, look who is investing in the road that links them to a better future.

Thank you very much.

# # # #

7.55

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, February 23, 1996

Contact: **Lorie Dankers**
202-366-5565
Mary Ann Cassano
404-305-5100

MEDIA ADVISORY

Washington - U.S. Transportation Secretary Federico Peña will travel to Atlanta Tuesday, February 27, 1996, to introduce state-of-the-art weather and ground radar systems at Hartsfield International Airport. The radar technology, which is operational well in advance of the 1996 Olympic Games, is part of the Federal Aviation Administration's (FAA) effort to enhance air traffic control efficiency and the safety of the flying public. Hartsfield is the fifth airport in the U.S. with the weather, ground and air radar systems in place.

The weather radar system known as Terminal Doppler Weather Radar (TDWR) will be demonstrated and displays of the ground radar system known as Airport Surveillance Radar (ASR-9) will be available. Photo opportunities in the air traffic control tower will take place following the program.

TDWR is used by controllers to warn pilots of wind shear and other severe weather conditions. Ten TDWR systems have been commissioned nationwide. Thirty-seven more TDWR systems are scheduled for commissioning across the U.S. this year.

WHO: U.S. Transportation Secretary Federico Peña

WHAT: Introduction of FAA's new TDWR and ASR-9 systems for Atlanta's Hartsfield International Airport

WHEN: Tuesday, February 27, 1996
10:30 a.m.

WHERE: Airport Traffic Control Tower Conference Room
Hartsfield International Airport
1100 Aviation Boulevard

###

Directions to Airport Traffic Control Tower: Take I-75 south to Exit #82 (Aviation Boulevard, Air Cargo, Loop Road). At end of exit ramp, turn right onto Aviation Boulevard. Continue west on Aviation Boulevard to the tower.

7.54

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
HARTSFIELD ATLANTA INTERNATIONAL AIRPORT
PRESS CONFERENCE
FEBRUARY 27, 1996
ATLANTA, GEORGIA

Two and a half years ago I called for a major overhaul of the nation's air traffic control system.

I told the American people and the Congress that while our system was the safest in the world, it had outdated equipment. I said the system was poorly financed and the personnel rules so restrictive that air traffic controllers and technicians couldn't be assigned where they were needed most.

I invited reporters into control towers. I showed them our radar control facilities in desperate need of automating. I held up ancient vacuum tubes, which Speaker Gingrich enjoyed as a prop so much, he started doing the same.

I said all this had to change. Safety must be first.

So what did we do?

First I offered legislation, which President Clinton recently signed into law, that gives the FAA the tools to do a better job and prepare itself for the future. A future which includes a 60 percent surge in the number of people flying to 800 million passengers a year.

The FAA is now putting more flexible personnel and procurement rules into effect. Just last week, the FAA said it would be hiring 600 additional air traffic controllers.

And we're working with Congress to provide the FAA with adequate, long-term financing.

- more -

I also ordered the FAA to rapidly accelerate its technology modernization program.

And that is why we're here at Hartsfield Atlanta International Airport, to dedicate a new generation of highly sophisticated radar systems.

Today we're installing three new radar technologies. One is Terminal Doppler Weather Radar (TDWR). The second is Airport Surveillance Radar (ASR-9). And the third is Airport Surveillance Detection Equipment (ASDE-3).

These new radars put Atlanta's airport on the leading edge.

Atlanta will be only the fifth airport in the nation to have completely new ground, air, and weather radar systems. It's a complete package. And modern radars are as essential to airports as fuel to a jet.

With the heavy air traffic expected during the Olympics in July, the new radars greatly enhance Atlanta's ability to safely handle the influx.

Let me just mention a few ways how Atlanta airport will be safer, and more efficient.

The doppler radar virtually eliminates the threat of undetected, deadly wind shears. It enables controllers to pinpoint wind shears in arrival and departure corridors near airports, and then to guide aircraft around the trouble spots.

Wind shear is the number one killer of airline passengers, over 575 deaths since 1970.

That's absolutely unacceptable. It's preventable, and we're doing something about it by installing doppler radar at 45 of our biggest airports nationwide.

Now, the second new radar, which we call the ASR-9, gives controllers a much clearer, and precise picture of both aircraft location and general weather conditions than the older systems. It has a range of 50 miles, and is big enough to handle Atlanta's air traffic growth.

New surveillance radar is a key part of the FAA's multi-billion dollar equipment modernization program -- we're installing it at our busiest airports.

The third technology, called the ASDE-3, is a radar map of the airport that shows controllers exact locations of aircraft and vehicles on the ground. This radar makes it easier to direct traffic on the ground and prevents collisions.

And we're installing ASDEs at 38 airports across the country.

I don't have to remind anyone how critical this kind of high-tech equipment is to the travelling public ... some 500 million of us who fly every year.

We expect and deserve to fly the safest skies in the world. And my promise is to do whatever it takes to keep it that way. Period.

Our air traffic system is up and running 99.4 percent of the time, every day of the year. That's better than a decade ago when the equipment was newer.

But I want 100 percent. That's the goal. And I believe our strategy gets us there.

Safety is everybody's priority, but passengers also care about delays.

Shifting winds, for example, often force aircraft preparing to land to switch directions. When that happens, traffic backs up, planes are delayed, and people miss connecting flights. Not a happy picture.

These powerful radars -- by detecting weather changes sooner -- will help prevent those kinds of holdups for the 58 million passengers who use Atlanta airport every year.

Installing equipment like this also is a key part of our overall effort to update the nation's air traffic control system.

We've been working hard over the past several years to get the job done.

We're in the process of rapidly installing the most technologically advanced system in the world. And my pledge to you, is to do it in half the time.

Well, technology is very important, but so too are airport facilities.

So, I'd like to close by announcing a $10 million project to improve the facilities here at Hartsfield Airport. The project includes construction of a new cargo apron and taxiway at the south end of the airport.

The airport will be more efficient as a result. And the job will be done in time for the summer Olympics. This project is part of a larger $20 million improvement package launched earlier this year.

By the way, I understand your airport is now the third busiest in the country. So, you're in the Olympic medals and, with all the improvements, I wouldn't be surprised if you move up from a bronze to a silver, or the gold!!

Let me finally congratulate the men and women at the FAA for their hard work and dedication. Despite all the challenges, they have made America's skies the safest in the world.

And they are the ones who will help us achieve our 100 percent goal for the air traffic control system.

Thank you.

# # # #

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
TRANSIT SECURITY IN THE 90'S CONFERENCE
FEBRUARY 27, 1996
ATLANTA, GEORGIA

Good morning. Thank you, Gordon (Linton) ... thank you Mayor Campbell ... and thanks, especially, to our friends from around the world who are here, sharing your expertise.

There are many areas where international cooperation and exchange are helpful, but I can't think of one as important in sharing expertise as to stop global terrorism.

One of the President's challenges for this country is to take our streets back. So he gave communities the ability to hire more police and do more community policing. The Brady Law he fought so hard to enact stopped 44,000 felons last year from getting firearms.

Now, the crime rate is down. The murder rate is down. Car thefts are down.

As disturbed as the President has been by crime on the streets, he's been equally disturbed by <u>terrorism</u>.

Last year, after the Oklahoma City bombing, he directed all Departments to make sure our facilities were protected by enhanced security measures. And he asked me, specifically, to reduce our vulnerabilities in transportation.

So today I want first, to lay out the security problems that we face in transportation, and second, to offer some solutions.

Our problem is a big one. And the very biggest mistake we could make is to think Americans are immune from terrorism.

We're no more immune from suicide bombs on buses ... or gas attacks in subways ... than innocent people in Jerusalem, and London, and Tokyo. Just ask the 80 people injured when they were riding on an Amtrak train in the middle of the night, in the middle of nowhere in Arizona -- innocent Americans -- if this country is immune from sabotage.

Since 1991, transportation has been the target of 20 percent of all terrorist attacks worldwide. In 1995, worldwide, there were 170 violent attacks against transportation systems.

Let me ask you -- do you think more attacks are aimed at planes and airports, or at trains and buses?

Historically, terrorists went after airlines and airports and cruise ships. But we've seen a shift. As security has strengthened there, the terrorists are now targeting trains, buses, and subways. Now, chances of being attacked on surface transportation are four times greater than being attacked on aircraft and airports.

Transit systems are attractive targets for a number of reasons. They carry large numbers of people within concentrated, predictable areas and time frames. They are accessible. And they often cover extensive geographic areas. So, as you know, it makes it hard to render countermeasures.

Rails also are attractive for a number of reasons. They are highly visible. They also carry a lot of people in a confined space. There's many ways to terrorize the rail system -- through stations, rail cars, tracks, switches, signals, bridges, tunnels, you name it. And, rails represent to a terrorist government authority.

In fact, in the attack on the Amtrack train in Arizona last October, several notes were left suggesting that the sabotage was in retaliation against the FBI, ATF, and the local police.

Transportation attacks are costly. Last July through August, the French railways and subways were the target of five bombings or attempted bombings by Algerian Islamic extremists. The French had to deploy 12,000 extra police officers and 5,400

additional soldiers. It was a tenfold increase in their security costs.

And it was costly in terms of public confidence. There was a substantial decrease in subway riderships, because people were afraid. Tourism fell. If people feel vulnerable, they'll change their routine, they'll find other ways to travel.

Look at New York. Surveys show a large percentage of potential riders avoid mass transit because they're afraid of being robbed on a train.

Do you remember the American who was killed on the Greek cruise ship a few years ago? The following year, tourism fell by almost 60 percent, costing the Greek economy $400 million.

One other point I want to make about transportation terrorism, is really for Mayor Campbell, and all the people here from Atlanta. As we discovered in Munich, the summer Olympics are the gold standard for foreign terrorists groups.

All of the elements will be here that makes it attractive: A large international media presence would ensure any attack received enormous publicity. As many as 40 heads of state could be here and targeted. And 400,000 visitors per day could make Atlanta's mass transportation network attractive for any individual or terrorist group.

So, that is the nature of the beast.

As Transportation Secretary I have the authority to order increases in the level of security at airports. Based upon sensitive information provided by law

enforcement and intelligence agencies, I have done so. And I will continue to do so.

I also have the authority to order increases in security on maritime ships under U.S. flags.

But when it comes to security measures for rail, or highways, or mass transit, or pipeline facilities, it's a shared responsibility. You're on the front lines -- just as policing the neighborhoods is a local job.

But I want you to know ... and I want your mayors and your police chiefs and your county and state officials to know ... I won't be satisfied until I have done everything possible to work with you. To share intelligence. To contribute in anyway we can to prevent terrorism before it happens.

That is why I am holding this meeting. The biggest benefit of today and tomorrow will be hearing and sharing experiences.

I can offer suggestions. In fact, I have a few to offer -- right now.

Admiral Busick tells me that I need to encourage you, if you're not already, to include security considerations when you're constructing or renovating your systems.

And I encourage you to review your security measures, based on intelligence information he is collecting.

This past year, under my direction, we have beefed up our intelligence efforts, so we can better anticipate problems. We have developed information circulars concerning intelligence and threat related information.

Every time we think you need to know something, we'll be faxing you the circulars, and please use the information. And if you have information you'd like us to disseminate, please tell us.

We set up a 1-800 hotline so you can call us reporting significant security emergencies. We have found it's easier to get data on overseas threats and incidents than it is to get a handle on the threats around this country.

So, we hope you call the 1-800-424-0201 and report incidents, which we can then share with the rest of the country.

Let me end by saying, we have been pretty lucky in this country -- so far.

But there are people in this world, for whatever reason, who make a living out of terrorizing others and our transportation system can never meet its great potential, so long as terrorists are a threat and scaring people, and keeping riders away.

There are a lot of Americans out there who want to help you. I have found that out everytime we've had a problem at airports.

So, use your drivers, use your riders, use your citizens, use us in Washington, use every resource you have, to stop terrorism.

Thank you very much.

# # # #

7.52

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTAITON FEDERICO PEÑA
GEORGIANS FOR A BETTER TRANSPORTATION
FEBRUARY 27, 1996
ATLANTA, GEORGIA

Thank you Commissioner Shackleford ... Lt. Governor Howard ... distinguished guests ... and let me add my congratulations to the award recipients Goodloe Yancey ... George Nicholas ... and Speaker Murphy.

Mr. Speaker, I'm reminded of another long-standing speaker, Tip O'Neil, who believed all politics is <u>local</u>.

I want you to know I've been in town less than a day. I dropped off $10 million at Hartsfield airport. $1 million for the Paralympics. That is on top of the hundreds of millions we've put into Olympic transportation projects over the last six years. So, if that doesn't qualify me as a <u>good local politician</u>, I don't know what will.

#

Well, I understand your Presidential primary is next Tuesday. While I suspect you'll be hearing a lot of <u>fuzzy stuff</u> by some who want to be President, President Clinton has ben very clear about his vision for moving our country into the next century. In his State of the Union, he set forth several challenges.

Tonight, I want to lay out four of the challenges, that we in Transportation are working on.

#

First is the economy. We've had three solid years. Nearly 8 million new jobs have been created since the President took office ... 400,000 of them in Georgia.

STORY CREDIT/BLAME

We have the lowest combined rate of inflation and unemployment in 27 years ... home ownership is at its highest rate in 15 years ... we've created more small businesses than at any time in our history.

When the President walked into the Oval Office, he inherited a $290 billion budget deficit. He has cut that in half. And both the President and congressional leadership have agreed we must balance the budget in seven years.

The point I want to make is that the transportation sector has been a major force in the past three years of our economic growth. It's easier to sell cars at 8 percent interest rates, than at 12 percent. With low inflation, companies can keep costs down.

And the new partnerships we've formed with the transportation sector ... advocating on their behalf in foreign markets ... have helped.

For instance, we've worked with our shipyards, which some thought were dinosaurs, and now Americans are building ships for export to other nations -- the first time in 38 years. The Danish, the Greeks, premier shipbuilders in the world, are buying American-made ships.

McDonnell-Douglas is selling more commercial planes than Airbus ... Boeing is adding 7,000 jobs

The airlines went from losing $12 billion in three years to earning $2 billion last year.

And 20 new airlines have started service, which is good for consumers -- you and I -- because all that competition has cut $4.5 billion a year in fares.

The question we need to ask is: How do we keep growing? What do we need to do today to make sure five, 10, or 20 years from now we have continued economic growth and job opportunities for our children?

One of my responsibilities is to negotiate aviation agreements with other countries. These agreements make it easier to fly overseas, with lower fares, and they open lucrative routes for our airlines.

In three years, we have negotiated more than 30 agreements. This week we're negotiating with

Germany, to further open the skies between our two countries.

Exactly one year ago, we signed our largest aviation agreement with Canada.

I'm pleased to announce tonight a one-year report card on the Canadian deal.

Forty-five new routes have started up ... 14 U.S. cities, including Atlanta, now have direct service for the first time to Canadian cities ... there has been an unprecedented five fold increase in passenger growth ... there have been one million more air travellers in just the last half of 1995 -- 200,000 of those through Atlanta.

As a former mayor, I can tell you: bringing a couple hundred thousand visitors in, is very good for the local economy.

#

Now, the President's second challenge is to make government work better. In the State of the Union, the President said the era of big government is over. That we must be as nimble and entrepreneurial as the private sector to carry us forward.

In the four years prior to my taking office, the prior Administration added 10,000 employees. Added

10,000. That was big government. Some people don't think Democrats are good managers, but since I've been in office, we have downsized by 11,000.

But -- and it's an important "but" -- we haven't downsized our investments in transportation infrastructure. We're investing 8 percent more than in the prior four years

So, I've downsized my staff in Washington, and I've up-sized my investments in your infrastructure. So, that is what the President means about a government that works better.

Smaller does not mean weaker. Tell me: when it came to time to help our friends in Georgia in recovering from a hurricane, did you want weak help. Do you think a weak government can rebuild roads quickly, and help people get their lives back to normalcy?

We're also more entrepreneurial. We've done away with 13 percent of our regulations -- rules we don't need, and probably never should have had.

STORY: SALAD OIL

For example, I've thrown out old rules on highway financing. In the old days, if a private company wanted to invest or operate a highway project, under

old bureaucratic rules, it would have a hard time doing it.

So I junked the rules. I have tried to be innovative and creative. And now we're delivering transportation projects sooner to the public by two to three years, at no extra costs to the federal taxpayer.

And, one more example of making government work better is the Federal Aviation Administration.

Before I came, the FAA went through 25 different reforms and reorganizations, but FAA still couldn't buy new computers before they became obsolete.

In fact, I used to hold up a prop -- an ancient vacuum tube. It's an example of old equipment we can't replace quickly. Speaker Gingrich liked it so much, he asked us for a supply of vacuum tubes to use in his speeches!

I said all this had to change. I offered legislation, which President Clinton recently signed into law, that gives the FAA the tools to do a better job and prepare itself for the future.

Last week, we pledged to cut in half the time it takes to buy computers, radar, and other equipment. Earlier today, I was at Hartsfield Airport, dedicating three new radar systems to improve safety. Your airport will be ready for the Olympics.

So, that is what I mean when I talk about good government, effective government, making democracy work.

#

A third challenge of the President's is keeping our families strong.

Maybe some of you are thinking: what does transportation have to do with families?

Well, let me ask you: would you like to spend less time in the car stuck in traffic commuting, and more time at home with your children? I can find a million better ways to spend my time than going 15 miles an hour on a freeway.

My goal is to cut your time in the car by 15 percent a year. How would you like an extra week of vacation every year? That's what it would mean.

We'll do it by encouraging state and local officials to spend a little less on concrete and more on technology. I want 75 metropolitan areas to build high tech highways. And my model for the country is the system Atlanta is about to turn on.

Yours is the best we have in this country. You are the showcase.

You'll have video cameras and speed detectors feeding information to traffic operators. So the minute an incident happens, emergency crews will be dispatched. It makes a difference. I understand that for every minute a lane of traffic is blocked, motorists are delayed four minutes.

Traffic lights will be synchronized for smoother flow. Residents will be able to find traffic information as easy as they can find weather reports.

I say, once your system is fully up and running, commuters will be spending less time on the freeway and more time at home, doing the important things in life -- like raising children.

#

The last challenge I want to talk about is how we make our streets safer. The President has put more cops on the streets. Thousands of handguns are being kept out of the hands of criminals under the Brady Law.

It's working. The crime rate is down. The murder rate is down. Car thefts are down.

But it is troubling for me to report to you that traffic fatalities are not going down. They are rising.

Let me ask a question: what is the leading cause of death of young Americans.

It's not murder. It's not any disease. It's highway deaths.

Three times more Georgians die from car crashes than bullet wounds. The cost of highway crashes to this country is $137 billion a year.

And a lot of people who land in the hospital after a car crash are on Medicare and Medicaid, so you and I -- Mr. and Mrs. Taxpayer -- pick up the tab.

As a society, as a culture, why have we become numb to the thousands who die every year on the highway, feeling it won't happen to us? Or if it happens, well it happens, and that's life.

Why don't we take our driving more seriously? We take great pains to train pilots of a plane, or truck drivers, but we don't take the same pain with drivers.

Why is it that we have lost our civility on the roads, racing to cut someone off or overreacting to another person's mistakes? We would never dream of racing in front of a plane on a runway, but why do we try to beat trains at railroad crossings?

Why is that only 53 percent of Georgians use seat belts, even though the law of the state is to wear them, and out of every five motorists who die in automobile accidents three would be alive today had they buckled up?

STORY: I-395 SEAT BELT ACCIDENT

Congress has put the primary responsibility of safety in the hands of state legislators and local citizens. I know the legislature has had some serious deliberations on many important highway safety issues, and I commend you for that. And I encourage the citizens of Georgia to find a way to develop a safety strategy that will reduce highway carnage.

#

Let me end on this. When people from across the world come to Atlanta in a few months, you can have the best facilities. You can put on the best show. You can have the best entertainment.

But your Olympics is only going to be as good as the roads, and the trains, and the planes that bring millions here safely ...and all those buses that move the visitors around for two weeks without congestion.

I want to thank Georgians for Better Transportation ... and I want to thank all of you ... and all of the pilots and drivers and transportation officials, because the Gold Medal winner of this Olympics is going to be: transportation.

Thank you.

# # # #

7.51

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
DESIGN FOR TRANSPORTATION AWARDS CEREMONY
FEBRUARY 29, 1996
WASHINGTON, D.C.

Three decades ago, John Kennedy told the nation that he looked forward to an America that would reward achievement in the arts as we reward achievement in business.

Ladies and gentlemen, that day has come.

I remember my first year as Transportation Secretary. I went to a bridge opening. We had poured a lot of money into this particular project. The bridge was functional and served the needs of the community. But I came back and I asked: why do they have to build them so ugly?

And I thought deep and hard about what I could do to inspire architects and designers to raise the standard.

Look at this building. It's a monument to how great structures should be built. What you see is how men brought the world's best ideas together to design it, how they toiled and worked their hands. Fifteen million bricks are here, laid one brick at a time.

It took 10 years and 300,000 people to build the Great Wall of China. It took 87 years to build our National Cathedral.

In the latter part of the last century, and early in this century, we had the view that when we build a building, you could find a way to make it a work of art. You could design it with beauty and grace. That was a philosophy. And today we benefit from that by enjoying old buildings like this.

But back in the '70s, it seems to me that we lost some of that. We started building buildings that, well, just looked like blocks of concrete office buildings. We lost sight of the opportunity we had to build in beautiful design and innovative architecture.

- more -

When you're investing billions of dollars around the country, and when it's relatively easy to incorporate into the design a work of art, something with beauty and grace -- you do it.

So that's the purpose of these awards. To once again recognize and encourage people who are making major infrastructure investments to look into making them a work of art.

It doesn't mean wasteful spending. We're not building Taj Mahals. But we can build beautiful transportation systems, and if we do it from the start, it doesn't add to the cost.

But what it does, is add to the pleasure: If you take a ride in a car, it's nice to see a scenic highway. When you go to an airport, or a train station, and you're in a hurry and are stressed out, shouldn't the surroundings at least be aesthetically pleasing? It's hard to quantify, but those sorts of positive effects make the quality of life a little better for Americans.

The other day a reporter asked me: "That airport you built, it's a great airport and all that, but gosh I noticed there's a lot of artwork. And at a time when people are worried about money, why did you do that? Would you do that again?"

And I said. Yes, yes, yes, yes, yes. And let me tell you why. I wanted to make a statement. I wanted to make it a work of art. To have people enjoy it. And not to have it look like every other place in the world. This reporter remained silent.

From my office, I can see the new National Airport going up.

It features mini-domes. This being our nation's capital, they look Jeffersonian. Like the shape of the Jefferson monument.

When we were a young nation, Thomas Jefferson wrote that what he envied of other nations was their art.

I say, many years from now, projects we honor today will be a source of national greatness. And people from other nations will come to admire our art.

Thank you.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, February 22, 1996

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

MEDIA ADVISORY

Secretary of Transportation Federico Peña will present the 1995 Design for National Transportation Awards. The ceremony will recognize transportation facilities exemplifying the highest standards of design and honor those who created them. Secretary Peña will be joined by Scott Sanders, deputy chairman for grants and partnership of the National Endowment of the Arts.

The ceremony will be preceded by a day-long symposium sponsored by the National Building Museum on design and transportation entitled *Design for Moving: Think Big, Think Small*. Case studies of recent or current projects from around the country will be presented.

WHAT: 1995 Design for Transportation National Awards

WHO: Secretary of Transportation Federico Peña
Deputy Chairman of the National Endowment of the Arts for Grants and Partnership Scott Sanders

WHERE: National Building Museum
401 F St. NW
Washington, D.C.

WHEN: 5:00PM Eastern Standard Time
Thursday, February 29, 1996

###