8.95

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, June 3, 1996

Contact: Andy Paven
Tel.: 202-366-0660

STATEMENT FROM TRANSPORTATION SECRETARY PEÑA

As Secretary of Transportation, safety is my highest priority. Each tragedy that occurs reinforces my conviction that we must do more -- and we are. Even though we have worked to bring all highway fatalities down over the last ten years, we still lost 40,000 lives on America's roads in 1994. Tragically, about 5,000 fatalities involved crashes with trucks. I commend the participants in this conference, "From Sorrow to Strength," for turning personal tragedy into action that may save lives.

The Department of Transportation funds programs for states to inspect two million heavy trucks and drivers a year. Through this rigorous enforcement, we put 28 percent of those trucks and nine percent of those drivers out of service. Along with our state partners, we audit more than 10,000 motor carriers each year. In fact, this week, June 3-7, is dedicated to transportation safety. The Department of Transportation will join states and industry to make commercial vehicles even safer by conducting around-the-clock inspections on the road, driver education outreach and technical assistance.

Under NAFTA, Mexican and Canadian trucks will have to meet tough U.S. safety standards. Last December, I announced that Mexican trucks would not be allowed to operate in the U.S. beyond the border commercial zones until further safety and security consultations with Mexico are concluded.

Finally, I applaud the efforts today by Citizens for Reliable and Safe Highways to raise public awareness of truck safety. CRASH members have been active participants in each of the Department's four outreach meetings on the truck size and weight study. Together, we'll continue to work to make our roads as safe as possible for all Americans.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE

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

STATEMENT ON U.S.-JAPAN AVIATION DISCUSSION

Tuesday, June 4, 1996

U.S. and Japanese aviation officials concluded discussions in Tokyo June 3-4 with a limited agreement to continue services which were due to expire in early June and an agreement to meet in Washington June 27-28 to resume their discussions. They could not agree, however, on a number of outstanding passenger air service requests. The U.S. side expressed strong dissatisfaction with the Japanese unwillingness to resolve outstanding disputes expeditiously so that work could begin on the important task of expanding opportunities in the U.S.-Japan aviation market.

The talks followed negotiations held April 29-30 in Washington. At the meeting in April, Japan agreed to authorize through June 5 an increase in the number of weekly Los Angeles-Tokyo flights operated by United Airlines from seven to 14. The U.S. side agreed to authorize through June 5 an increase in the number of weekly flights Japan Airlines may operate in the Honolulu-Sendai market from three to seven. At the talks just concluded, both sides agreed to extend their approvals for each of these two frequency increases through July 8.

U.S. negotiators reaffirmed the U.S. resolve to clear away outstanding disputes regarding the rights of U.S. carriers to operate passenger flights to and beyond Japan before undertaking passenger negotiations regarding new opportunities. They made clear that the United States would not bargain for its existing rights. At the same time, the United States stated its belief that both countries should move quickly to resolve outstanding issues and then provide new opportunities for the carriers of both sides. Among the issues discussed at the June 3-4 meeting were pending requests of United Airlines and Northwest Airlines to begin services beyond Osaka's Kansai International Airport to Jakarta, Indonesia. Such services are authorized under U.S.-Japan aviation agreements. Nevertheless, Japan continued to withhold its approval for the proposed flights.

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U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
FEDERAL TRANSIT ADMINISTRATION CNG BUS FACILITY
GROUNDBREAKING CEREMONY
JUNE 7, 1996
AKRON, OHIO

I have two very pleasant tasks to do this afternoon.

First, I am happy to announce that the state of Ohio will receive $11.6 million to buy 60 replacement buses. Ten buses are for right here in Akron, 25 are for Cincinnati (that includes four paratransit vehicles to provide rides for people with disabilities), 19 buses are for Columbus, and six buses are for Laketran.

Let me congratulate Akron. You have an outstanding transit system, and I'll tell you how I know. For six years in a row, your ridership is up. If customers weren't happy, I wouldn't see records like that.

The new buses will be delivered next year, and not a minute too soon. You see a typical bus lasts about 12 or 13 years, but the average age of the entire Akron fleet is almost that old.

You've decided you want your new buses to be more environmentally friendly. So these 10 buses will run on compressed natural gas, which is the same fuel that runs a gas oven or dryer or air conditioner in a house.

The difference between compressed natural gas buses and the common diesel-fueled buses can be seen on a handkerchief. Take a white handkerchief, put it on the tailpipe of one of your new buses, and it won't turn black.

Let me put this in a national perspective. There are about 55,000 transit buses across the country, and under 1,000 are compressed natural gas buses. But that is changing -- about a third of new buses ordered are compressed natural gas buses.

- more -

I understand Akron plans to convert to 100 percent alternative fuel buses. That is what your customers want, and I know it will be good for the air in Summit County.

Now, my second task this afternoon goes hand-in-hand with the first announcement. I'm here to help break ground for your new compressed natural gas maintenance facility. I am pleased to say that Washington is providing a little over $2 million to rehab the service facility, which is necessary to fuel and maintain the new buses you'll be getting.

What this represents is a change in attitude in Washington. I work for a President who wants to improve the transportation systems in this country.

The President asked me to downsize my Department by 10,000 people. I've done it, so I could upsize transportation investments in Akron and other communities.

I work for a President who understands that there are now 8 1/2 million new workers in this country since he took office, and they all need rides to and from work -- in rush hour. What cleaner, what more convenient way than buses?

I also work with this very able Congressman. He just joined the House Transportation and Infrastructure Committee, because as a former mayor he knows the link between transportation and the economy.

Why do businesses and schools and hospitals want to be on bus lines? So people can get to work, so that they can get to classes, so they can go shopping, or get to their appointments.

In next year's budget, the President proposes to Congress that we increase operating assistance provided to transit authorities by 25 percent, so communities can keep fares as low as possible. Last year, when Congress cut the assistance, Akron had to raise fares. Under President Clinton's proposal, Akron will receive almost $350,000. I want you to know: I will work with Congressman Sawyer to make sure Congress funds the President's proposals.

So, I'm very glad to be here. It's a good day for Ohio's transportation system. It's a good day for Akron. Thank you very much.

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U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
DEDICATION AT NEOMODAL, STARK COUNTY INTERMODAL TERMINAL
NAVARRE, OHIO
JUNE 7, 1996

Across this country, about 7 million trailers and containers will ride the rails, and nowhere will they be transferred so efficiently as in this state-of-the-art terminal. You have built the very best, and give yourself a round of applause.

Let me say something about Congressman Regula. He is very important in my life. He is on the Transportation Appropriations Committee, which in plain English means he controls how I spend money.

There is no doubt, in my mind, we invested wisely when we put up this facility. If there were a hall of fame for transportation projects, President Clinton would make the NEOMODAL Terminal the first inductee.

Look what the federal taxpayers' $11 million investment has brought: jobs.

You have a facility that could generate 5,000 jobs and half a billion dollars in new investments in Stark County in the next 10 years.

I have been told that if this facility had not been built, Flemming would have left the area; instead Flemming has invested $24 million to expand its facility. I have been told that Sterilite is coming to Stark County, and bringing 200 jobs, because of this terminal.

And others will follow. You have a facility that will make it less costly to ship cargo for the hundreds of industrial companies in northeastern Ohio and in western Pennsylvania.

Whether it's TVs, whether it's wood pulp, whether it's horse feed or frozen chickens or argon gas to make steel -- you load and unload containers here, so manufacturers don't have to go to Chicago or so they don't have to go to the east coast or to Columbus or Cincinnati to transfer products between trucks and trains.

- more -

That makes manufacturers more efficient. That cuts their costs. That allows them to compete better and to bring jobs into this community.

Let me ask you: Why should we have to go to America's coasts to watch products shipped through ports into the heartland. I say we build goods here, with Ohio workers, and use this terminal as our inland port to ship to the rest of the country and the world.

What this proves, and if there is one message I hope you take with you today, it is that common sense government works.

When I came into office, President Clinton asked me: Why does it take so long to build highways and bridges and transportation projects? What can we do to move them forward -- faster?

The answer was not more taxpayer money. The answer was not more people -- in fact, I have 10,000 fewer people working for me than the day I took office.

The answer was to cut the red tape. The answer was to change the rules. The answer was to work with the states, to work with local governments, to work with Congress, and to work with the private sector to get things done for the American people.

By the way, it didn't matter to this President if we were working with Republicans or Democrats. What mattered was cutting the red tape, making rules flexible, so we could move projects forward.

Let me explain how the investment behind this project works. The federal government gave Ohio $11 million. The state then loaned the money to the Stark Development Board to build this terminal. Now, as trains are loaded and unloaded, users will pay a fee, to repay that loan to Ohio. When the loan is repaid, Ohio can use the money and build more projects.

Nationally, we have seen 75 projects like this one move forward, on average two to three years sooner, than if I had not cut red tape.

In some cases, and this is one of them, those projects would never have gotten off the ground in the first place. Do you know why this wonderful terminal, with all the promise it brings for thousands of jobs, would never been built?

Because under the old rules, federal money could only be used for highways. This didn't qualify as a highway project -- even though, my friends, every time you put 50 containers on one train rather than 50 trucks, we're making our highways less congested.

It was a bad rule, that I threw out. And now we have this fantastic place.

I want you to know -- in speeches I have been giving all over this country, I have been talking about Stark County.

It is the first project under my new rules that we have finished in Ohio. It is one of the first we have finished, under my new rules, in the country. It is an example, that if the public and private sector work together, a project can be built within budget, on time, and at no extra cost to the federal taxpayer.

Most of all, it is an example that Washington is more responsive. We're more flexible. We're listening to your needs, to the needs of local citizens, and then changing our old structures.

So, it is a very proud day for me to see this.

I want you to know one other thing: I always measure the success of transportation projects by asking the question: are we improving the quality of life in a community?

When you live in a big city -- and you have 20,000 people driving the new road every day -- it's easy to answer.

But I grew up in a small town in Texas, on the border. I work for a President, who grew up in a small town in Arkansas. I believe our roots have given us a different appreciation of the worth of transportation projects.

When I look around, when I see so many of the town citizens here, I know what our investment means. It means that the citizens in this great community will have a better opportunity to compete for jobs in the 21st century. And you'll have more opportunities to live out your dreams than ever before.

Thank you so very much for inviting me here.

# # # #

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TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SOUTH WEST HISPANIC LEADERS
JUNE 10, 1996
WASHINGTON, D.C.

(Acknowledgements TK from Huerta at the event)
States represented: (California, Colorado, New Mexico, Arizona, Nevada):

OPENING

- Honored to be asked to serve.
- Proud of the record and progress we've made.
- We're on the right track ... lots more to do.
- But look at where we've come in short 3 1/2 years.

I. GROWING THE ECONOMY & CREATING JOBS.

- Cut deficit in half
- Cut size of government by 270,000 (DOT by 10,000)
- Inflation and unemployment low --
  -- U.S. jobless rate was 7%, now 5.5%
  (Hispanic unemployment down)
  -- Arizona: 6.9% down to 4.7%
  -- California: 7.3% down to 5.6%
  -- Home state Colorado: 6.1% down to 3.3%
  -- New Mexico: 7.2% down to 6.3%
  -- Nevada: 7.2% down to 5.1%
- Home ownership up
- Consumer confidence is up 43% after falling during the prior 4 years

- So, in 3 1/2 years -- 9 million new jobs, 450,000 in transportation
  - -- High quality jobs
  - -- Nevada: 170,000
  - -- California -- half a million new jobs
  - -- New Mexico: 95,000
  - -- Arizona: 292,000
  - -- Colorado: 250,000
  - o In my portfolio -- airline industry comeback
- Much more needs to be done!
  - -- Some people are insecure about future
  - -- Wage growth for the middle class flat
  - -- Minimum wage fight

II. PRESIDENT LED CHARGE IN FIGHTING CRIME IN OUR NEIGHBORHOODS.

- 100,000 more police officers
- Banned assault weapons
- Terrorism legislation
- Result: serious crime down 2% in 1995 -- fourth year in a row rate fell (after 5 straight years of increases).
  - -- Big city crime rates down 6% last year
- Drugs
  - -- Drug free workplace (for 8 mln transportation workers through random testing).
  - -- Use rates headed down ... aviation 0.5% vs. 0.7% in '92 ... rail 0.8% vs. 1.0% in '90.
  - o Makes system safer for riders
  - o Model for our communities, kids and businesses

III. EDUCATION -- KEY TO REAL OPPORTUNITY & GLOBAL COMPETITIVENESS.

(You'll be hearing more about this from Education Secretary Riley. But let me briefly mention a few highlights:)

- Headstart -- 800,000 youngsters
- Goals 2000 -- standards of excellence
- By 2000, every school hooked up to the information superhighway -- Internet
- Higher education -- tax cuts

IV. INVESTMENTS IN TRANSPORTATION & INFRASTRUCTURE

- This President is pro-transportation: Rode bus during campaign. Promised to rebuild nation's infrastructure and he's delivering.
- $2 billion more a year
- Pro-transit ... 18 full-funding grants for new projects ... seeking $500 mln in operating assistance (means lower fares & retains essential services, including rural areas)
- Technology & GPS (California's Trimble Co.)

V. BRINGING OUR COUNTRY TOGETHER & SUPPORTING FAMILIES

- Whether it's Family Leave Act ... expanded Earned Income Tax Credit (E.I.T.C.) ... V-Chip for T.V. programming ... the President is fighting to strength families.

- No one knows this better than Secretary Shalala (who will be speaking shortly) ... she's one of the foremost advocates for children and family, spearheading welfare and health care reform, pre-school immunization, and AID's research.
- President also reaching out to all Americans, especially Hispanic community because we share these same values ... education ... economic security ... safe neighborhoods for our children.
  -- Yes, "La Familia" -- strong families.
- President opposed to 187 -- immigration.
- Cuba and visit to Guantanamo Bay

VI. LOOK AT PARTNERSHIP PRESIDENT HAS BUILT WITH HISPANIC COMMUNITY

- Appointments -- record 300 (nearly a third from the 5 sourthwestern states represented here); 7% of all federal appointees
- DOT -- Mike Huerta, Katherine Archuleta, Evelyn Fiero, Richard Veloz
- California -- 51 presidential appointments
  Colorado -- 15
  Arizona -- 10
  New Mexico -- 21
  Nevada -- 1
- All doing great work for the American people ... proud of contributions of Hispanic Community in government ... your states ... and the private sector.

VI. PRESIDENT IS OPENING UP MORE OPPORTUNITIES HERE AND GLOBALLY -- ESPECIALLY IMPORTANT FOR HISPANIC AMERICANS.

- Hemispheric Summit of the Americas -- Canada to Argentina
- Trip to Chile
- Trip to Mexico

VII. CONCLUSION -- PRESIDENT'S VISION FOR AMERICA IS TO PROVIDE OPPORTUNITIES FOR EVERY AMERICAN & LEAD THE WORLD

- President is a leader or leaders, with the courage to take on the tough issues ... to be engaged in the world:
  -- Peace in Middle East, Northern Ireland, Bosnia, Haiti
  -- Brings people together & encourages every community, Hispanic Community to be active participant and making our country stronger, more prosperous.
- Help us prepare our children to continue our gallup into the 21st century.
- So, I'm proud to serve this President. And look forward to working with you in the months and years ahead.

# # # #

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TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
BREAKFAST WITH PARTNERSHIP WITH A WALKABLE AMERICA
WASHINGTON, D.C
JUNE 10, 1996

1) Thanks.

-- Gerry Scannell, President of National Safety Council, who will head it up. (he spoke at air bag coalition press conference; name rhymes with flannel)

2) You all bring different reasons for joining coalition

A. <u>health groups</u> -- know walking is easiest way for Americans to improve health

B. <u>safety groups</u> -- know 90 children die a day, because there's not enough safe places to walk.

I want both: healthier people and improved safety

In my <u>personal</u> life, I run; my wife is a runner. Working out plays an important part in our lives. In my <u>professional</u> life, safety is my highest priority.

3) Preview speech. I will talk about:

-- President's commitment to safety

-- mention programs we're working on

-- announce our partnership.

700 people will be there; then visiting school with Secretaries Riley and Shalala

# # # #

NAMES OF GROUPS SPONSORING:

Department of Transportation

American Automobile Association

Centers for Disease Control and Prevention

Institute of Transportation Engineers

International Association of Chiefs of Police

National Governor's Highways Safety Representatives

National Association of EMS Physicians

National Association of State EMS Directors

National Safe Kids Campaign

Pedestrian Federation of America

Prevention Magazine

Walking Magazine.

8.40

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MOVING KIDS SAFELY SAFETY EVENT
WESTGATE ELEMENTARY SCHOOL
JUNE 10, 1996
FALLS CHURCH, VIRGINIA

-- I understand you've been preparing for our visit. Does anyone know what I do? Raise your hand.

-- Who do I work for? Hint: lives in White House.

-- You're about to start a long vacation. What kind of transportation will you use this summer? (Car trips, flying, biking, boating...)

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

-- My job is to make sure our planes and cars and trains run safely. But I can't do the job alone. I can make sure we <u>build</u> vehicles right, but <u>you</u> have to <u>use</u> them right.

-- Examples:

1) <u>Seat Belts</u> -- Who knows the rule? What if your mom forgets to buckle up?

2) <u>Metro -- escalators</u> -- where do you keep your hand? What way do you look?

3) <u>Pick-up trucks</u> -- what if your friend says let's ride in the back?

4) <u>Crossing street</u>

5) <u>Life jackets</u>

6) <u>Railroad tracks</u> -- what if friend wants to play near them?

-- Intro Secretary Shalala. She speaks. (Note: Mr. Secretary -- she's going to do material about bike helmets.)

-- Intro Secretary Riley. He speaks.

-- Where are: <u>Angie Wooten</u> and <u>Olga Ozarslan</u>? Can you come up here. These two students are on the Westgate Safety Patrol, and I found out that they have never missed a single day of helping you cross your streets. <u>(Applaud)</u>

-- Your teachers and parents have done a great job teaching you about safety. So, I want to ask your principal up here -- <u>Ms. Harris</u>. As I congratulate your students and faculty today, I especially congratulate you -- you are the reason for their dedication and enthusiasm and we thank you.

Present certificate

-- Before we go to the fair, I brought some helpers along for you to meet at the fair.

<u>First the adults:</u>

-- Jolene Molitoris, trains

-- Dr. Martinez, cars, bikes

-- Rodney Slater, roads

-- Capt. Tony Stimatz, boats

Then, the Olympic Safety team

-- Everybody knows the Olympics are next month. I have my own athletes I want you to meet. (fair has an Olympic theme to it.)

-- for aviation safety, Air Bear

-- to make you safe on Metro, Safe T Rider

-- for highways, crash dummies, Vince and Larry

-- on behalf of water safety, PFD Panda

-- for truck safety, the Zone Ranger

-- for transit safety, K e m r y

-- and finally officer, Choo-Choo

-- Turn back to principal, Ms. Harris

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6.91

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
MOVING KIDS SAFELY CONFERENCE
TYSONS CORNER, VIRGINIA
JUNE 10, 1996

We have a full house! Last year, at our first moving kids safely conference, we had 400 people. This year we have 700.

We've grown, because we face a serious challenge. But I am certain that if we take more responsibility for our children's safety, and if young adults take more responsibility themselves, we can better meet our challenge.

My highest priority, from the first day I became Transportation Secretary, has been safety. And I can only achieve it with your help. So I thank all of you for being here, and for your consistent work.

I work for a President who believes one of the greatest challenges we face is to raise good children; in working families; in strong, safe communities.

Compared to 3 1/2 years ago, this country has almost 10 million more people working. Thanks to Secretary Shalala's efforts and others across America, 1.3 million families have gone from welfare to work; drug use is down; crime is down; cities are safer.

But all the good work the President has done to reduce crime in our neighborhoods and ban assault weapons is undermined if we lose our civility on the road, and transfer a car into a 3,000 pound lethal weapon to cut somebody off.

And all those jobs the President helped create lose meaning when parents are so hurried they don't make their child wear a seat belt and the child ends up in the hospital with a head injury.

- more -

Not just as Transportation Secretary, but as the parent of two daughters, it pains me to see 40 percent of parents not taking responsibility to protect children with seat belts or restraining them in child seats.

It's been said that you can tell a lot about a country by how well we treat our children. This is not the America, I want.

Let me ask you the question I ask when I talk to parents. Do you know the number one cause of deaths for our children, and teenagers, and young adults?

It's not guns. It's not any infectious disease. It's traffic crashes.

Let me tell you about the seriousness of this problem.

Last year, transportation crashes killed 3,400 children, injured 300,000 more, hospitalized 200,000, and permanently disabled 30,000 kids.

Nationally, the number of fatal crashes had plateaued in 1993. But it started rising again.

Traffic crashes cost our society $137 billion a year. You and I pay a considerable percentage of that in Medicare, and Medicaid, and insurance.

And the challenge will only increase.

Why? Because Americans are driving more miles; because there are more teenagers; and because Congress last year did away with a national speed limit, and since then 30 states have raised their speed limits.

We also have more people than ever flying; and new bicyclists without helmets; and recreational boaters, riding unprotected.

Several conclusions are clear from these challenges: We can't do business as usual anymore. There's no one solution, and no one group that has the answer. And, we have to work together to do things differently -- very differently.

I want you to know, that all of us up here have worked hard to help, where government can help. But this is a new era. We are reducing the size of our government.

By the end of this year, President Clinton will have made our government as small as it was in 1962. I have 10,000 fewer people working for me at the Transportation Department than when I started. But that doesn't mean we can't work smarter, and bring in new partners to make America safer for our children.

I believe we have. Dr. Martinez has worked with Secretary Shalala's experts -- Dr. Foege and Dr. Rosenberg to make transportation-related injuries and deaths a public health priority. For the first time, our organizations have begun identifying opportunities for collaboration -- and you'll hear more about that.

For the first time, my Department is working with the Education Department. This past year, we sent material on transportation safety to 100,000 elementary schools.

I want teachers to weave in safety messages and safety-related examples into their lesson plans. It makes sense to me that if children are doing math problems, why not ask how many kids wear bike helmets, instead of how many balls hit a wall.

I have a five- and a four-year old, and every time they get in our car, they make sure I wear my seat belt. If we have the children of America educating their parents, we could raise a new generation of responsible, safety-minded parents.

I've also tried to get businesses more involved. I convened a network of business leaders, who promote safe driving for their employees and families. A lot of these companies have large sales forces, or people who drive a lot as part of their jobs, and they want them driving safely. The network has 2,000 member companies participating and it hopes to get it up to 4,000.

One new challenge we face involves air bags. Air bags have saved the lives of 1,500 people. But when children are in the front seat, not buckled up, and too close to the dash, air bags can be deadly. 19 children have died. We don't save lives at the expense of children.

So last month we formed a coalition -- of automakers and suppliers, insurance companies, and safety groups. It was unprecedented for these groups to come together, but they did, because the challenge is unprecedented. They are launching a national educational campaign about this danger. The message is very clear: have children buckle their seat belt. And in cars with air bags, the safest place for children is in the back seat.

Aviation is the safest way for families to travel. Last week, the Federal Aviation Administration made it safer for children. It issued recommendations for child restraint systems that infants and young children can use while on planes. I want a child seat that can be approved for both aviation and automobile use, which I can tell you from personal experience, will make life a lot more convenient for travelling parents.

We also have had some legislative success to enhance safety. Almost a year ago, the President asked Congress to make zero tolerance the law of the land for teenage drivers. Congress passed the President's proposal.

I can report that since then zero tolerance laws have taken effect in 12 states; one will take effect in Missouri in August; and laws are on governors' desks in Alaska and Oklahoma. I hope at our next meeting, all 50 states have zero-tolerance laws. This is very basic: if somebody is too young to buy alcohol, why should he or she be allowed to drink and drive?

We have also energized the notion of safe communities. Being the Mayor of Denver for eight years, I understand the power of bringing together concerned citizens, medical and health workers, elected officials, business people, police, and safety advocates -- all working together, with a solid plan of action to prevent traffic injuries. Sixty-five cities are now participating in our safe community initiative, and we're growing everyday.

Tomorrow, I will be giving national awards to an incredible group of people who are making their communities safer. I want all of America to know what these local leaders are doing for our children. And I want all of America to replicate their actions. There is no reason why every community cannot be a safe community.

Today, with summer approaching, I am pleased to announce another step to make our streets safer for our children. A dozen organizations have formed a new alliance called Partnership for a Walkable America.

Every day, almost 90 children are killed or injured by a car or bus or truck as they walk. The safety groups know that too many places in our country are simply not walkable. And the health groups know walking is the easiest way for Americans to improve their health. I'm for both: healthier people and improved safety.

This morning, I met with the organizers. The partnership will be chaired by my colleague, Gerald Scannell, President of the National Safety Council. Where are you Gerry, stand up? Best of luck with this project.

There are a four lessons that we can draw from all of these efforts. First, they have to start at the community level. Second, they have to involve many partners. Third, they have to challenge Americans to do something radically different. Fourth, they require all of us to have a vision -- a vision of what child safety should be like in the 21st century.

In the next two days, I hope we begin to ask some very direct questions about ways all of us can help even more, as we approach the next century.

Why is it, for example, so many hospitals and HMOs, worry about you after you're injured, but aren't going into the communities to find out what brought you in the door? How can we get hospitals more involved in preventing injuries in the first place?

Why is it, for example, so many businesses that want to cut their costs, get involved in health care and drug policies, but not motor vehicle policies, even though motor vehicle crashes are such a large factor in their health care bills? How can we get businesses more involved in the first place?

Or why is it, for example, that so many schools instruct our kids to avoid 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? So, how can we get schools more involved?

I have tried to bring together people from across the country. I have tried to influence legislation. I have tried to use government resources wiser.

But ladies and gentlemen, you -- all of you -- must provide the local leadership. It is what the people of Harlem, and Detroit, and Los Angeles, and Louisville, and Denver, and every other community, large and small, rural and urban, do that will make our streets safer for our children.

Please remember that what will make your job easier, is that every child in this country is on your side. They're with you -- all the way. And so am I.

# # # #

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MOVING KIDS SAFELY AWARDS PRESENTATION
JUNE 11, 1996
WASHINGTON, D.C.

Good afternoon. I'm glad to be back. I've heard good things about what has happened in the last day and a half.

First, let me recognize the person, who put this all together, Diane Wigel. Where are you, Diane, stand up. She deserves a big round of applause.

Diane is getting married in five weeks, and she says that event will be smaller than this one!

Last year, I announced that I would start an awards program to recognize public-private partnerships that had made significant contributions to making communities safer for children. I wanted Americans to know the good work that all of you are doing, so your programs could be replicated across our nation.

We were overwhelmed at the response. More than 130 groups entered. All are shining examples of what it takes to make America safer. To me, you are all winners.

But the judges picked the best of the best. So I have five presentations to make.

Award One: Safe Moves, LA

Our first award today is for Child Transportation Safety, and recognizes an exemplary community program partnership addressing transportation safety issues for children under the age of 14.

The award is presented to a program borne out of a tragedy. Pat Hines founded Safe Moves after losing a friend in a bicycle crash.

Now, in its 10th year, Safe Moves serves the City and County of Los Angeles, educating more than 1 million children and their families each year about using transportation safely ... and training them to be safe pedestrians; bicyclists; and bus, train, and automobile passengers.

Safe Moves targets all pre-school, elementary, and middle schools in the LA area. Its comprehensive approach includes interactive traffic safety workshops, geared to each grade level and tailored to each geographic area. Training workshops educate parents on traffic safety, laws, and ordinances. There are also student mentor programs, bicycle helmet distribution programs, and community outreach campaigns.

Partners in the program include law enforcement agencies, school districts, recreation centers, boys and girls clubs, neighborhood groups, and transportation organizations. Safe Moves has been responsible for a

decrease in traffic-related injuries and deaths, and an increase in traffic safety awareness throughout Los Angeles.

I am proud to present the award for Child Transportation Safety to Safe Moves. Accepting is Executive Director, Pat Hines. Pat?

Award 2: Talladega County, Alabama

Our next award is for a program that combines existing resources to reduce fatalities, injuries, and property damage caused by motor vehicle crashes in a rural county in Alabama. This award, for Transportation Safety, recognizes community program partnerships.

Alabama's Talladega County is known as the home of one of NASCAR's super speedways. It has also been known for the a high number of fatalities, injuries, and property damage caused by crashes on roads.

Team Up Talladega, Alabama's first community traffic Safety Program, is an effort to reduce the county's high fatality rate and improve traffic safety.

With the Alabaman Department of Transportation serving as its driving force, the program has worked to establish communications, cooperation, and collaboration between public and private sector sponsors.

In just two years, the partnership succeeded in reducing traffic fatalities and accidents in the county; in 1994, fatalities were cut by nearly half, and there were 240 fewer crashes. The program has been replicated in Northeast Alabama.

I am pleased to present the Transportation Safety Award to Team Up Talladega. Cecil Colson, Rail/Safety Engineer for the Alabama Department of Transportation, will accept the award.

Award 3: Stark County, Ohio

The next award, is also in the Transportation Safety category. It recognizes a program that addresses issues on a multimodal basis.

It goes to Stark County (in Northeastern Ohio -- it's the home of the football hall of fame, and last Friday, I happened to visit Stark County. It's a wonderful community.) Unfortunately, in 1993 and 1994, Stark County held two state records, it wished it did not hold. One for the greatest number of crashes at rail-highway grade crossings in any of Ohio's 88 counties; and the second, for the highest number of fatal traffic incidents.

So, Stark County created the TRAFFIC Project. This involves government officials, community leaders, businesses and concerned citizens. The TRAFFIC project provides a planning document for potential

future traffic engineering, enforcement, education, and emergency medical services activities. And it includes county-wide public information campaigns on issues such as drunk driving, occupant restraint usage, motorcycle safety, and rail-highway grade crossing safety. Railroad and traffic safety educational materials are distributed to county and city schools.

The efforts of the many agencies and concerned citizens resulted in a 27 percent reduction in fatalities in 1995, the project's first year. The number of fatalities was lower than the county's yearly average since 1988.

I am pleased to present the Community Partnership Award to the Roadway Analysis for Fatal Injury Countermeasures TRAFFIC Project. Accepting the award are Deputy Director of the Ohio Department of Public Safety, Laura Ludwig, and Project Director, Dan Burns.

Award 4: Harlem

There is a tie for the Community Partnership Award for Safe Communities. This award recognizes a community safety program that has shown innovation in moving toward a comprehensive injury prevention approach, includes a broad array of partners, and focuses on reducing injuries and association costs.

The first award is to the Harlem Hospital Injury Prevention Program in New York City. The program was established to reduce the high rate of injuries to children in the Harlem area of upper Manhattan, particularly those injuries requiring hospitalization.

The program's impressive partnership includes hospital staff, community leaders, and community-based organizations, businesses, parent associations, and city and state agencies. Working together, they've raised awareness about childhood injuries. educated parents and children about injuries, and improved the environment for children.

To keep children safe from city traffic, new playgrounds have been built and renovated ... education programs have been started ... car seats were loaned and bike helmets were distributed free ... and staff supervised activities have started, including little league, dance classes, bike groups, and gardening clinics. All are aimed at keeping children off the busy streets, where they could be hurt.

As a result, injury-related hospital admission of Harlem children under age 17 have decreased 55 percent ... and pedestrian injuries are down by 50 percent.

The program is now being replicated in six sites throughout the country.

It gives me great pleasure to present the Community Partnership Award for Safe Communities to the Harlem Hospital Injury Prevention Program. Accepting the award is the Program's Associate Director, Aissatou (I SOT O) Bey-Grecia, and Dr. Barbara Barlow.

Award 5: Dallas

The second award in the Safe Community category goes to the Greater Dallas Injury Prevention Center, a program aimed at reducing the incident and severity of injuries and their related costs, using research, data collection, community advocacy, public information, and evaluation.

The Center is a joint effort of Parkland Memorial Hospital and the University of Texas, South Western Medical Center. It was created in 1994, because the number of trauma patients was growing at an alarming rate.

The partnership guiding the effort includes leaders from local government, business, health and medical facilities; and religious groups.

Motor vehicle crash-related injuries were found to be the leading cause of trauma injury, killing one person every 7 hours and injuring one every 16 minutes. An early effort aimed at preventing these injuries was "Don't Wreck Your Week," a week-long safety

awareness and enforcement campaign. It resulted in a 17 percent reduction in crashes the week after the campaign, representing an economics savings of $240,000.

I am pleased to present our second Safe Communities award to the Greater Dallas Injury Prevention Center. Accepting is the Center's Data Analyst, Mary McCoy ... and Joe Satchell, Government and Community Relations Manager for Allstate Insurance in Dallas, accompanied by other team members.

#

Honorable Mentions

I also want to congratulate those program that received honorable mentions. They are:

The Institute for the Prevention and Study of Injury, Haddonfield, New Jersey ... Ohio 4-H Carteens, Georgetown, Ohio ... Gloucester Prevention Network, Gloucester, Massachusetts ... University of Texas at Austin College Traffic Safety Program, Austin, Texas (of course, that is my alma mater, but there is no connection) ... the Alliance for a Greater, Safer Detroit Freeway Courtesy Patrol, Detroit, Michigan ... Santa Cruz County Community Traffic Safety Program, Santa Cruz, California ... the Louisville Project, Louisville, Kentucky ... the Lexington Bicycle Safety

Program, Lexington, Massachusetts ... and Keep Baby Safe Project, Modesto, California.

Congratulations, to each of those.

Corporate Sponsors

This conference would not have been possible without the help of our private sector partners.

Each of you has a booklet at your seat. It is a Procter and Gamble parenting guide that will reach more than 4 million parents, and as you'll see includes a page dedicated to child transportation safety.

The company responsible for working with Procter & Gamble to make this happen is Sampling Corporation of America, and its President, Steve Kaplan. Steve is here today, and please stand up so we can recognize you.

I also want to acknowledge today the generosity of 3M, the American Automobile Association, Cosco Corporation, Bloomingdale's, Toys R Us, Protective Technologies, Educational Field Studies, Avis, and the Food Marketing Institute.

#

Let me end, by again thanking all of you. There are many children in America who will not be injured,

or disabled, or hospitalized -- because of what you're doing. I appreciate that, more than I could ever express.

The children whose lives you save may not know you. They may not know you ever helped them, or how, but they owe a great deal to you. And so do America.

Thank you, and travel home safely.

# # # #

8.86

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
MASSACHUSETS BUSINESS, EDUCATION, AND COMMUNITY LEADERS
JUNE 11, 1996
WASHINGTON, D.C.

I. Joe Kennedy

- I wish Joe Kennedy were involved in transportation as much as he is in banking and veterans affairs, because he's a fighter ... and he believes in 2 things the President and I believe.

1) That you need a diverse transportation system -- you can't just depend on highways, you need rail ... transit ... air service ... or as Joe would prefer, let's walk or bike to work!

2) Transportation is our link to a healthy economy. For our economy to grow and be vibrant, we need an infrastructure that moves goods and people, without bottlenecks. There is no better example of that than the Central Artery. It's a huge investment, but the costs to Boston from congestion are also huge. I was in Asia last year, where the private sector believes infrastructure is so important to competing, they're funding 20 to 30 percent of infrastructure projects.

II. President Clinton is a Transportation President

-- Rode bus during campaign. Promised to rebuild nation's infrastructure and he's delivering.

-- upsized investments: $2 billion more a year

-- downsized DOT: 10,000 (vs. 10,000 added in previous 4 years)

III. Let me illustrate the diversity of our investments

- High-Speed Rail

-- 20 years ago Transportation Secretaries wanted it

-- Europeans, Japanese have it -- why not us?

-- American Flyer is coming to Boston

-- 3 vs. 4 1/2 hours to NY

-- safest train ever built

-- 3 million more riders up and down east coast to help relieve congestion at Logan Airport

- Aviation is becoming a form of mass transit

-- 25 m people a year get on and off planes at Logan.

-- Aviation will grow for 2 reasons

1) New international routes:

-- 38

-- Boston to Paris (American Airlines)

2) Low-fare air service

-- 47 million passengers

-- Boston has not been a beneficiary to date, but that will change. Last week, Southwest announced it will begin service to Providence, which will help to discipline prices in Boston (when Southwest went into Baltimore, Washington benefitted)

-- Improving Logan Airport

-- This year, we installed a Doppler weather radar ... new radars to keep track of planes... new equipment so the air traffic controllers can see the runways better ... gave almost $4 million to reconstruct a runway.

-- Cut time in half to install new equipment.

-- In anticipation of the question, do I think Boston needs a second airport, let me say I once built an important in Denver, and the last thing I wanted then was to have Washington tell us what to do!

- <u>Fight Congestion With Technology</u>

-- ITS (cut commutes 15%, 75 cities, high tech highways)

-- GPS -- President gave it to industry

-- Trimble: "Now can sell to foreign countries."

-- Investing more.

- Conclusion

-- Transportation industry is very healthy now.

-- 450,000 jobs (of 10 million)

-- Under the President's leadership, and with the support of Joe Kennedy, we will keep making the investments in transportation that will help keep the entire economy strong and vibrant.

# # # #

8.84

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
EMPLOYEE RECOGNITION CEREMONY WITH
FAA EMPLOYEES FROM THE CHICAGO CENTER
JUNE 13, 1996
AUROA, ILLINOIS

(Personal acknowledgments TK at event.)

- Delighted to be here. Let me say one thing: I'm very proud of all you, and all you have achieved.

- Especially proud of the way you came together and worked as a team. Government (FAA) and industry (Harris Corporation).

- And labor, the people who actually use VSCS and will maintain the system (National Air Traffic Controllers Association -- NATCA -- and Professional Airways Systems Specialists -- PASS).

- This system is very special.

  -- VSCS is 21st century technology, built to accommodate air traffic demands for many years to come.

  -- And Chicago dedication marks the midway point in our $1.4 billion investment program to install 21 systems across the country.

- The entire network will be up and running early next year. (Last unit to be delivered in two weeks to the Jacksonville Center -- and on time!!)

- So, you've all done a great job, working together as partners to enhance safety and support air traffic growth. President Clinton would be proud.

- So thank you for a job well done.

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E. 81

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
DALLAS CHAMBER SPEECH
JUNE 14, 1996
DALLAS, TEXAS

- **Thank you, Bob (Baker, exec. VP, Operations, (American Airlines)**

- **Acknowledge 50 people from Leadership Dallas Class. Had program in Denver. You're the future**

- **I've spoken twice already -- let me ask: how many of you have heard me?** (note: about half will raise their hands)

- **Want to brief you on what is happening in Washington.**

I. THE ECONOMY.

- **Cut deficit in half**

- **Cut size of government by 270,000 (DOT by 11,000)**

- almost 10 million jobs

  Texas: 800,000 / unemployment rate cut 1.5 points

- Home ownership 15 year high

- Consumer confidence in Texas is up 75% after falling during the prior 4 years

- Trade Advocacy

  -- Mexico: exports at record levels so far this year

II. CRIME.

- 100,000 more police officers

  -- Texas: 2,300 on streets.

- Banned assault weapons

- Result: serious crime is down 12% -- largest decline in 35 years.

-- Dallas: robberies down 17% last year.

III. EDUCATION.

- Headstart -- 800,000 youngsters

- Goals 2000 -- standards of excellence

- By 2000, every school hooked up to the information superhighway -- Internet

- Higher education -- tax cuts

IV. TRANSPORTATION.

- Rode bus in campaign. Promised to rebuild nation's infrastructure and he's delivering.

- $2 billion more a year

- Dallas

  -- Light rail

-- George Bush Freeway. 1964.

-- Innovative Finance ... SIB

-- DFW -- more funding in last 3 years than any other airport in the country.

-- Alliance Airport (NAFTA)

-- Open skies (38 agreements

-- Canada: $2 billion

-- Dallas to every country in Latin America ... Dallas to Vancouver ... working on Dallas to Heathrow.

V. SUPPORTING FAMILIES

- Family Leave Act
- Expanded Earned Income Tax Credit (E.I.T.C.)
- V-Chip for T.V. programming

VII. CONCLUSION -- PRESIDENT'S VISION FOR AMERICA IS TO PROVIDE OPPORTUNITIES FOR EVERY AMERICAN

- Bring our country together -- inclusive, not exclusive

- Encourage every community --to be an active participant in making our country stronger and more prosperous in 21st century.

# # # #

E.82

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
DALLAS AREA RAPID TRANSIT VIP BREAKFAST
JUNE 14, 1996
DALLAS, TEXAS

Thank you, Ron Haddock you for your leadership on the environmental issues, and thank you for sponsoring this.

Good morning to all of you. I have been looking so forward to this. It's the super bowl of grand openings -- and it should be. This is the first light rail system in Texas. And when it is fully developed, the light rail and a commuter system will extend 90 miles, connect Dallas to Ft. Worth, with service all the way to the airport.

We are making history, today, and in light of my south Texas roots, I am so delighted to be here.

Speaking as a former mayor, when I look at this audience, I see what makes Dallas and all the cities around here so special -- it is the sense of civic pride and responsibility on the part of corporate leaders. Every mayor in the country would do anything in the world to have an active group of community leaders, as you have in Dallas.

In fact, the President has encouraged all of us in the Cabinet to work with the mayors and governors and the private sector as partners.

We have in many ways. The President put in place an economic strategy to reduce the deficit -- it has been cut in half. He asked us to be activists on trade -- and nobody benefits more from NAFTA than Texas. The President wanted us to cut the size of government -- I have 11,000 fewer employees than the day I walked in. He demanded we cut red tape and to cut regulations that were unnecessary; he asked us to give more authority to the local and state officials; and the President emphasized investments in education and technology and transportation that would help America grow.

- more -

Today, there are 800,000 more people working in Texas, and almost 10 million more working throughout America.

And you are looking at the transportation secretary who needs to find these 10 million new workers rides to and from work -- in rush hour! So, I can't wait for the new rails to start moving.

When it comes to transportation, the President and I believe in two things.

First, that we need a diverse transportation system. When I grew up in south Texas, every person I knew drove, by themselves, wherever they wanted. Eighty percent of the 4 million people in the Dallas area still drive to work -- alone. We have to change. Today, we need transit, we need air service, we need trains, and we need high-tech highways.

The second point the President and I believe in, very strongly, is that transportation is our link to a strong economy. We need an infrastructure that moves goods and people without bottlenecks. If our businesses are going to be globally competitive, they must be able to utilize just in time inventory. But let me ask: how can they make deliveries on time, if drivers are stuck on freeways that are parking lots?

Why do Jerry Jones and Norm Green from the sports world have an interest in light rail? Why do Stanley Marcus and W.R. Howell from retailing have an interest in light rail? Why does Bob Lane, from banking have an interest? Why are the leaders of the hotels, and energy companies, and real estate developers in Dallas -- all here?

There is at least one common thread among each of you. You all need the citizens of this region to get to your place of business, easily. Whether it's Reunion Arena, whether it's the convention center, or the zoo, or shops, or work -- people need easy access.

As light rail moves the people of Dallas, it will move the economy of Dallas forward.

With the support of Congress, President Clinton has invested more in transportation than any President in history. We have worked hard for Dallas and for Texas.

Dallas-Fort Worth Airport has received more federal airport development funding over the last three years, for more projects, than any other airport in the country.

In the last three years, $4.6 billion has been invested in highway projects in Texas. I want to say something about one of the largest highway projects in Dallas -- the George Bush Turnpike. First, I think the Governor picked a great name!

Some of you who have been around Dallas for a little while, may remember that highway was first proposed in 1964, when Lyndon Johnson was President. But it never got off the ground, until -- and I am very proud of this -- I cut the red tape in Washington.

We sat down together -- my highway people, the Texas Department of Transportation, and the Turnpike Authority -- and we fashioned a deal. The state took it's federally allocated $135 million, issued revenue-backed bonds at a very high rating because of the low-interest federal loan, and so leveraged $135 million into about $500 million.

When the turnpike is finished in the next century, it will help alleviate some of the congestion on the LBJ Freeway, which is a perfect bi-partisan effort!

I know the people of Dallas want new additional international airline routes, where you can fly non-stop from Dallas to cities around the world. Dallas is an international city. You export around the world. You have visitors from around the world. You should have international service.

As Transportation Secretary, I have negotiated 38 aviation agreements, which are helping create thousands of jobs and bringing millions more travellers to and from our country.

From Dallas, there is new direct service to Vancouver, to Sao Paulo, and Leon and new freight service to Mexico City and Taipei. One agreement that American Airlines, the citizens of Dallas, and I all want is to open skies between the United States and the United Kingdom. It would be a profound breakthrough, and I want you to know that our negotiators will work tirelessly to try to provide service to England for Dallas and other communities.

But today, we're here to begin a new era in ground transportation -- in light rail. I can remember in 1983, when the citizens voted to pay for light rail. I can recall all the controversies. I'll tell you why I remember -- I had just become Mayor of Denver, and I was envious, and I was wondering if we could bring light rail to Denver. Well, we weren't ready. Instead, I did something a little less controversial. I built an airport!

This community has always had a vision. You built your airport 20 years ago. You supported light rail early on. You pursued it. And 80 percent of this system is paid for by the citizens of this region. That's how much you've committed to improving your quality of life.

And we are pleased to be your partner by investing $160 million from the federal government. At today's ceremony, I will present our final installment.

I will do so knowing that light rail will forever improve the quality of life in metropolitan Dallas. And I will do it knowing that in the next century, Dallas will have one of the finest transportation systems in the world, thanks to the investments we're making today, and to your vision and dedication.

Thank you very much.

# # # #

8.63

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
DEDICATION OF DALLAS AREA RAPID TRANSIT LIGHT-RAIL SYSTEM
FRIDAY, JUNE 14, 1996
DALLAS, TEXAS

Mayor Kirk, and the other 12 mayors here, every mayor in the country would want to be in your shoes today -- congratulations!

Senator Hutchison, Congresswoman Johnson, Congressman Frost, Billy Ratcliff, Roger Snoble, Gordon Linton -- and I better stop there, or this Transportation Secretary is going to make the first train late!

I remember in 1983 it was controversial, but the citizens of Dallas and the surrounding communities voted to pay for light-rail. I'll tell you why I remember -- I had just become Mayor of Denver. And I was envious and I was wondering if we could bring light rail to Denver. Well, we weren't ready.

Instead, I decided to tackle something a little less controversial. I built Denver an airport!

This community has always had a vision. You built your airport 20 years ago. You supported light rail early on. You had the courage to pursue it.

As a result, today, you are making transportation history. You are bringing light rail to Texas for the very first time.

You are ushering in a new era in transportation that will give Dallas residents more options when they travel. It will make them more productive. And it will create jobs and economic development in this entire region.

President Clinton and I believe transportation is our link to a strong economy. For our economy to grow and be vibrant, we need an infrastructure that moves people, without bottlenecks, to work, to hotels, and convention centers, to the zoo, and the arts districts, and to everywhere else this light-rail system will go.

- more -

As light rail moves the people of Dallas, it will move the economy of Dallas forward. Dallas will leap into the next century, with a transportation system that is a model for our nation. And it should be. This is an international city, and now you have a world-class light rail system to match.

Let me end on this. This system is 80 percent paid by the citizens of this region. That is how much you want it. That is a dramatic demonstration of your commitment.

And I'm delighted to bring the other 20 percent from Washington. With the help of Congress, in the last three years, the President has invested more in our infrastructure than at any time in history.

In 1993, President Clinton pledged $160 million for this system. You've built it on time, and on budget. What more could I ask for?

So, if my colleagues from DART could join me -- I want to present you with our final check for $16,940,688. You notice, of course it's Texas sized. Let me sign it, and then you can go cash it.

# # # #

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http://www.dot.gov/affairs/index.htm

E.76

FP -- Meeting with '96 Class of Young Educators
draft 1 -- by Ilene (10-15 minutes) 6-18-96

CANCELLED -- DID NOT DO

Intro

- Anyone from Texas? Colorado?
- Personal
  - -- U of Texas
  - -- law
  - -- cynical: Mickey Mouse
  - -- Hispanic: Fred Pen
- JFK inspired
- Public Servant: noble, you can make a difference

ONE MESSAGE: MAKE A DIFFERENCE

- Whatever you do in life, you should make a difference.

President Clinton

- President Clinton -- ran for office to change America, because he saw a number of problems.

Economy:	10 million jobs, deficit, smaller government, minimum wage
Education:	Americorps, Headstart, Goal 2000, Internet,
Crime:	100,000 police, banned assault weapons, murders, violet crimes down
Families:	Family leave act, V-chips

Transportation

- Jobs: 450,000
- Stark County -- 5,000 jobs
- Dallas Light Rail -- 20,000 jobs
- ITS; 15% commute time
- GPS -- change our lives
- ATC -- cut in 1/2
- High speed rail

Challenge

- For technology to change transportation I need bright engineers and scientists
- Visit other countries: see their investments
- I know we need more of you.
- Congratulate: for mentoring others
- Hope you could all come to work for me -- make a difference in people's lives.

# # # #

8.60

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
FEDERAL AVIATION ADMINISTRATION PRESS CONFERENCE
JUNE 18, 1996
WASHINGTON, D.C.

Good afternoon.

Following the ValuJet crash, I directed Administrator Hinson to review every aspect of FAA inspections -- from operations to management personnel. He has completed that review. I strongly support his actions, and today a number of major changes will be made at the FAA.

But first, I would like to set these changes in a broader context and make two points.

Point one concerns the airline industry. Since deregulation 18 years ago, the industry has seen sweeping changes. Consumers have benefitted. American aviation is the safest in the world. And it is the most widely used system anywhere.

But in recent years, the pace of change has accelerated. In many, many ways the industry today is far more complex than it was when the FAA was charged by Congress nearly four decades ago, in 1958, to oversee the safety of the aviation industry, and to promote air commerce.

It used to be that airlines performed their own maintenance; grew gradually over several years; had a fleet of planes, acquired from one source; and would do their own training.

Much of the industry still operates that way, and the safety systems that airlines have in place, and that FAA oversees, are effective.

- more -

But the changes that have occurred recently are dramatic. There are new and different ways of operating an airline, and the FAA must adjust and be able to fully evaluate the safety of all these methods of operation.

I believe that the FAA, as the regulator of safety, must have the capacity to anticipate changes in this ever changing industry.

The second point I want to make is about the FAA. Three-and-a-half years ago, this Administration inherited a troubled FAA.

Technology used by air traffic controllers was out-of-date, and while the FAA had plans to replace its old technology, the replacements were out-of-date, behind schedule, and over budget. Since day one Administrator Hinson and I have changed the FAA's way of doing business. And much has been accomplished.

We have worked with Congress to make fundamental changes at the FAA, because in many cases Congressional support is needed to make the necessary reforms.

This year, Administrator Hinson and I announced bold changes to the FAA procurement policies, which will allow technology to be replaced in half the time. We announced changes in personnel policies, so we can hire people faster and assign them where they're needed most. And we took the dramatic step of ordering commuter airlines to achieve the same level of safety as large airlines.

Administrator Hinson and I will continue to reform the FAA.

Most recently, I directed Administrator Hinson to conduct a comprehensive review of the staffing, training, assignments, and supervision of FAA inspectors.

I asked them to consider a series of questions:

- What can we do to further assure that every FAA inspector has the technical support and tools to do his or her job?
- How do we ensure that FAA regulators detect early warning signs about safety problems?
- How can FAA guarantee that firm, prompt corrective actions are taken, when problems are identified?

- And how can the FAA ensure that the airlines better manage themselves to ensure the highest level of safety?

The FAA looked itself in the mirror. It found that organizational and management changes were needed.

Administrator Hinson is here to announce these changes. But let me start with the most fundamental change.

In 1958, Congress charged the FAA with the mission to promote safety and to promote air commerce. But since then, this so-called dual mission has caused some to believe that the FAA had to make choices between safety and promoting the industry it regulates.

Therefore, I am urging that Congress change the FAA charter to give it a single primary mission: safety. Let me say this as clearly as I can: there should never be another question about the top priority of the FAA.

Now, let me address one final issue. The judgement on ValuJet's safety compliance immediately after the crash was based on the information FAA had at that time. After an exhaustive top-to-bottom inspection of the airline, the FAA is no longer confident in the airline's ability to operate at the required highest levels of safety. The airline has agreed to ground its fleet.

At this point, I want to turn the podium over to Administrator Hinson, who will outline for you a series of management and organizational changes that the FAA will take.

# # # #

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8.75

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SEATTLE BUSINESS LEADERS LUNCHEON
JUNE 19, 1996
SEATTLE, WASHINGTON

- No speech, here to listen.

- Seattle & Washington state important.

  -- Clinton's first trip as President was to Boeing

  -- APEC leaders summit in 1994

  -- APEC transport ministers in 1995

  -- 38 air agreements (6 new nonstop routes, 1 cargo)

  -- Back in town for:

  + $12.7 bln Boeing/Singapore Airlines deal

  + Seattle port ground breaking (25% expansion)

- Local concerns:

  + SeaTac Airport expansion

+ Traffic congestion up & down Puget Sound corridor

+ Intermodal truck & rail access to ports

- Global trade is the future, Washington state on the leading edge.

+ No state more active in trade sector (one in five jobs linked to trade)

- So, appreciate opportunity to hear from business leaders.

# # # #

8.76

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
BOEING/SINGAPORE AIRLINES 777 CONTRACT
SIGNING CEREMONY
JUNE 19, 1996
SEATTLE, WASHINGTON

Thank you. Doctor Cheong **(Chong)** (CEO, Singapore Airlines), President Condit (Boeing Company), distinguished guests. I am honored to be here this evening to celebrate the latest alliance between your two great companies.

I was last here at Boeing a little more than a year ago, and for the same reason we're here tonight: Seattle's pride and joy -- the 777. Along with me were transport ministers from some of the fastest growing economies in Asia. **(Note:Singapore wasn't represented on the trip.)** We toured one of Boeing's plants and saw the high-level of craftsmanship that goes into these aircraft.

So last fall when word came of this sale while I was leading a trade mission to several of Singapore's Southeast Asian neighbors, I was delighted but not surprised by the news. After all, American aircraft are the finest in the world, which is what makes Boeing the nation's top exporter.

And no one has worked harder than President Clinton in support of the aviation industry. His first major trip as president was to Boeing's Everett plant where we met with industry and labor leaders to discuss ways to help the industry recover and remain a world leader.

Back then the airline industry had lost $12 billion in four years, and Boeing and many other companies were laying off workers as sales slumped. Today the picture is totally different. The airlines earned a record $2 billion last year and the outlook for 1996 is more of the same. And I was pleased to hear recently that Boeing plans to hire 6,700 workers this year to help keep up with the demand for your aircraft.

I know the people of Seattle also want new additional international airline routes, where you can fly non-stop from Seattle to cities around the world. Seattle is an international city. You export around the world. You have visitors and business people from around the world. You should have international service.

As Transportation Secretary, I have negotiated 38 aviation agreements, which are helping create thousands of jobs and bringing millions more travellers to and from our country.

From Seattle, there is new direct service to Calgary, to Edmonton, and to Moscow. And in Asia where 9 of your top 12 export markets are, there is new nonstop service to Hong Kong, Taipei, Osaka, and new freight service to Taipei.

And let me say that the United States and Singapore have enjoyed an excellent aviation relationship for many years. Five U.S. airlines serve Singapore regularly and, as Dr. Cheong knows, his airline serves four American cities.

We've signed new accords with Hong Kong, Macau, the Philippines and a new air cargo agreement with Japan. So it should be no surprise that the Pacific Rim has now surpassed Europe in terms of operating revenues for U.S. carriers. Last year they earned $8.5 billion from Pacific flights compared with $7.9 billion in Europe.

So let me close with this observation.

We are nearing the end of century and the beginning of what many are calling the Pacific Century. America is a Pacific economy. We do 50 percent more trade on the Pacific than on the Atlantic. Sixty percent of all the products we make are sold to APEC economies. And Asia, in 15 years, has the potential to be a larger economic power that Europe and the United States combined.

It will happen ... and our economies will stay vibrant and grow and produce jobs only if we have the infrastructure and the trade relationships in place to maintain that growth.

We saw that at the Port of Seattle earlier today where we broke ground for a project to expand port capacity for 25 percent. And we're about to see it this evening with the signing of this $13 billion sales contract.

So congratulations, both of you are winners. But the biggest winners are the people of Singapore and the United States who will benefit from the opportunities it produces.

Thank you. # # # #

E-77

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
GROUNDBREAKING FOR EXPANSION OF PORT
OF SEATTLE TERMINAL 5
JUNE 19, 1996
SEATTLE, WASHINGTON

The last time I was here I came to talk about expanding international trade and how important it was to have the kind of transportation systems we will need to carry us, and our products, into the next century.

And I wasn't alone. I brought with me transportation ministers and industry leaders from many of the fast-growing APEC economies. I wanted to show them what America and the people of Seattle were doing, and what we had to offer.

Well, that was just a year ago. Now I'm back to break ground for this vital transportation project. And if those leaders of Asia were with us today, I'm certain they'd be very impressed with what you're building.

This $260 million project will more than double APL's container operations at Terminal 5. And it will expand Seattle Port capacity by 25 percent. And I know you have plans to expand even further in the next few years. The expansion will create hundreds of jobs in the region, and it will generate hundreds of millions of dollars in new economic activity. And for our exporters and our trading partners throughout the Pacific Rim it will mean faster and better service.

Now they say good things come in small packages, and my Federal Highway Administration's $3.5 million contribution to this effort is just that. Although modest in size relative to the overall project, the $14 million overpass we're helping build is critical to the success of the project. It will allow trucks to swiftly carry containers in and out of the facility, without interfering with regular street traffic. That's a real plus.

Let me just add that my Department doesn't have a monopoly on investing in the Port of Seattle. Later on, Undersecretary Stuart Eizenstat at the Commerce Department will be announcing a grant to upgrade the Maritime Industrial Center on the south shore of Salmon Bay.

- more -

In fact, the President has encouraged all of us in the Cabinet to work with the mayors and governors and the private sector as partners.

We have in many ways. The President put in place an economic strategy to reduce the deficit -- it has been cut in half. He asked us to be activists on trade. The President wanted us to cut the size of government -- I have 11,000 fewer employees than the day I walked in.

And today there are nearly 10 million more people working throughout America -- over 450,000 in transportation.

Speaking as a former mayor, I know this port expansion is the kind of project you get really excited about. My good friend Mayor Rice worked tirelessly to expand the waterfront. Let me tell you why: Because he knew -- as did all its many backers -- that it would add to the vitality of the area, creating new opportunities for workers and businesses. And the ripple effects generate even greater economic benefit.

I learned very early on as mayor of Denver that good transportation is just about the most important issue in any local community. People and businesses really care about how smoothly it works. If Denver were a port town, I would have been pushing hard for what you're doing here. Instead, I did something a little less controversial. I built Denver International Airport!

When it comes to transportation, the President and I believe in two things.

First, that we need a diverse transportation system. We need air service, we need trains, we need high-tech highways, and we need more ports like Seattle.

The second point the President and I believe in, very strongly, is that transportation is our link to a strong economy. We've been investing $2 billion more a year since taking office because America needs infrastructure that moves goods and people without bottlenecks. If our businesses are going to be globally competitive in the 21st century, they must be able to utilize just in time inventory.

But let me ask: how can they make deliveries on time, if their shipments are hung up in port waiting to be off-loaded or truck drivers are stuck on freeways that look like parking lots?

Making these strategic investments is vitally important if we as a nation are to compete in the global economy. I was in Asia last fall on a trade mission with several dozen business executives. We visited some of the fastest growing

markets there, and let me tell you, they are investing heavily in their infrastructure. And of the $1.2 trillion you will see spent in the Pacific Rim over the next five years, nearly half will be for transportation projects.

The people of Seattle know this better than anybody. Seattle is a thriving international city in a state where trade is king. Boeing -- the nation's largest (net) exporter -- is headquartered here. One-third of Washington's output of goods and services is sold overseas. No other state can make that claim.

And you may not know this, but you also are 50 years ahead of the rest of the country in terms of your workforce. Today, one in 13 American jobs is trade related. But in Washington state the ratio is one in five jobs. And forecasters say that is exactly what the nation's workforce will look like in half a century

This evening, I'll be attending Boeing's contract signing with Singapore Airlines for nearly $13 billion worth of 777s. I wanted to be here for that to show just how committed President Clinton and I are to revitalizing the aviation industry.

And no one has worked harder to liberalize trade and promote American aircraft and other products than President Clinton. He'll be in Lyon France later this month working those issues with our G-7 partners at the Economic Summit.

Let me end today by telling you what impresses me most about this project. We wouldn't be here had it not been for the partnership of the people of Seattle. All of you shared a vision of improving the quality of life in the community. The Port of Seattle, APL, labor, the business community, Mayor Rice, and your many partners in government all set out to prove we can make investments that benefit the economy, and also protect local interests.

You took acres of industrially polluted land and invested $67 million to return it to productive use. In fact, we're standing on ground that once was a municipal landfill. You listened to citizen concerns about the expansion and responded with landscaped buffers, bicycles and pedestrian pathways, and public access points along the shoreline.

So this is a great day for Seattle and the entire state. Thank you for the opportunity to invest in the project and congratulations on what I'm sure will be a model for communities across the country. Thank you.

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8.73

U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY FEDERICO PEÑA
PRESS CONFERENCE ANNOUNCING CALIFORNIA INFRASTRUCTURE BANK
SAN DIEGO, CALIFORNIA
JUNE 21, 1996

I'm very glad Senator Boxer and Representative Filner are joining me, as I have some important news for California.

I am pleased to announce California has been selected to be part of a creative financing program that pushes construction projects off drawing boards, and into development. California is one of just 10 states being selected. The state plans to use the program for a number of projects in San Diego, including State Route 125 and the San Diego Rail Project.

Other projects that will receive assistance include: the Eastern and Foothill Highway Corridors in Orange County; the San Francisco Ferry Building; the BART Extension to San Francisco Airport; and the Alameda Corridor in Los Angeles.

First, let me put this in a broader context. When President Clinton came into office he asked me why does it take so long to build transportation projects? What can we do to move them forward -- faster?

The answer was to cut the red tape. The answer was to change the rules. The answer was to work with the states, to work with local governments, to work with Congress, and to work with the private sector to get things done for the American people.

Nationally, I have seen 75 projects move forward, on average two to three years sooner, at no extra cost to the federal taxpayer, because I cut red tape.

And with today's announcement, we are taking another step forward. We will allow 10 states -- including California -- for the first time to use creative financing, much like commercial financial markets.

- more -

California will set up an infrastructure bank, with federal seed money. Like a private bank, this bank will offer customers a range of loans and credit options to build projects. Once a project is built -- say it's a highway -- and users start to pay tolls, the toll money will go to repay the loan. Once the loan is repaid, the bank can make new loans or guarantee other transportation projects.

I know how important the plans for the two projects in San Diego are to this area. Senator Boxer and Congressman Filner have told me on many occasions.

I grew up on the border, in Texas. I know border congestion. I've seen many a traffic backup. In fact, I visited Otay Mesa in December. And I know that what you want to do is build the infrastructure that can handle the increased border traffic.

Otay Mesa is the third busiest truck crossing on the border, but it is connected to the interstate just by city streets. If congestion is bad now, what happens when traffic doubles in 15 years?

I know that you have a larger vision for San Diego -- to increase the commerce at your port. But one drawback is the lack of rail service to the port. I want to work with Senator Boxer and Representative Filner on an innovative financing solution to build this -- as the Congressman calls it -- a jobs train.

Senator Boxer and Representative Filner have just introduced border infrastructure legislation that target resources, which are critical if we are to recognize the full potential of international trade. And I will certainly give their legislation strong consideration when we begin drafting our proposals for surface transportation legislation.

Transportation projects, and I'll end on this, bring with them economic development and an improved quality of life. And as we open our borders, the concept of targeting our investments at trade corridors is an important one. Because to trade among nations, you need an infrastructure that supports the movement of goods and people.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
ISTEA REGIONAL FORUM
JUNE 21, 1996
SAN DIEGO, CALIFORNIA

FP -- San Diego ISTEA Forum -- 6/21/96
(draft 1) -- 8 minutes (By Horsley & Dykema)

Good morning. And welcome to our forum on ISTEA - The Intermodal Surface Transportation Efficiency Act. I can tell by the turnout today that there's a lot of interest here in transportation and throughout California.

ISTEA, as many of you know, is the law that authorizes federal highway, transit and safety programs through October 1997. Although that's more than a year away, President Clinton has asked us to begin thinking now about the federal government's role in surface transportation as we approach the next century.

As part of that effort, we've convened a series of forums around the country to hear about how ISTEA has been working. We want to know what state and local officials think about the program. We want to hear from the local transportation community. And we want to hear from the public about how we can build on all we've achieved under ISTEA.

Before we get started, let me acknowledge Senator (Barbara) Boxer, Congressman (Bob) Filner and Congressman (Brian) Bilbray. All three will be our kickoff speakers today.

Let me also introduce some of my staff who are here today. Transportation Assistant Secretary for Budget Louise Stoll, who hales from California; Deputy Federal Highway Administrator Jane Garvey, and Deputy Assistant Secretary for Governmental Affairs John Horsley.

I'd like to thank Senator Boxer and Congressmen Filner and Bilbray for inviting us to hold this forum in California. San Diego is an ideal place meet because it is an excellent showcase for many of the good things ISTEA has accomplished. Let me name a few:

- The leadership of California's Metropolitan Planning Organizations in transportation planning.

- The important role of passenger rail and mass transit to your transportation systems.

- The use of intelligent transportation technologies to move traffic more efficiently.

- California's leadership in innovative finance. (We've helped finance 74 projects worth $4 billion across the nation by using this program to tap private investment.)

- And finally, the vital role transportation plays is needed to facilitate international trade in the competitive global economy.

What your Congressional leadership also understands is how much ISTEA has meant to California and the entire region.

Since 1991, ISTEA has made possible some $8 billion in highway improvements in California. And when you combine the three states in Region 9 -- Arizona, Hawaii and Nevada -- the figure is over $10 billion.

In California alone ISTEA has meant $2.9 billion in new funding commitments for transit.

In response to the Northridge Earthquake, Federal Highways pumped in $325 million in emergency repairs for damaged freeways open and allowed them to reopen in just ten months.

Some of this Administration's proudest investments are those that put people first. That includes work with leaders like Arabella Martinez in building a better community around the Fruitvale Bay Area Rapid Transit Station in Oakland. And there's the exciting, citizen-based, livable community improvements, such as the Los Angeles Neighborhood Initiative and the Mission Street San Francisco projects I visited last month.

Finally, the main focus of this afternoon's discussion is <u>innovative finance</u>. And California is a leader in this field. I am pleased that through loan guarantees and letters of credit we have been supportive of the nearly $3 billion in public-private innovation taking place in Orange County. I was delighted when the President included a $400 million loan in his budget to make the Alameda Corridor project in Los Angeles a reality.

And this morning, I was delighted to announce that we have selected California to participate in our pilot State Infrastructure Bank program. California's request was unique because it focused on using its bank for improving border crossing infrastructure. And the work would be done right here in San Diego.

Once all environmental reviews are complete on State Route 125, the state proposes to provide the financing guarantees needed to get this $400 million project underway.

State Route 125 will be a major new four-lane highway linking the Otay Mesa border crossing east of San Diego to major points in the north. By providing direct service, the new highway will speed shipments carried by truckers, increase safety and reduce traffic congestion in the San Diego area. The project will repay investors by charging tolls.

President Clinton has challenged us to identify and leverage every available federal transportation dollar. Through this pilot bank, I am hopeful needed projects in California can move forward which would otherwise be delayed or infeasible. (We're able to fund highway projects two to three years sooner under our national innovative finance program. And some of the projects, like the George Bush Freeway in Dallas were on the drawing board for decades.)

So I am delighted to announce this good news.

And now I'd like to ask your Congressional delegation for their comments:

First, **Senator Barbara Boxer,** who serves on the Senate Environment and Public Works Committee and the Banking and Urban Affairs Committee. Both these panels will play a critical role in determining the future of ISTEA. Senator Boxer has been an extremely effective transportation advocate for California, especially in meeting the needs of the San Diego region.

Senator Boxer.

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Congressman Bob Filner and I have worked closely together with on the House Transportation and Infrastructure Committee over the last four years. He he's done a splendid job representing California's 50th Congressional District.

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Congressman Brian Bilbray represents the 49th District and was elected to Congress in 1994, after serving as a San Diego County Supervisor.

-30-

U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SECAUCUS TRANSFER CHECK PRESENTATION
NEWARK, NEW JERSEY
JUNE 24, 1996

In January, I set a goal for this country: within a decade, we will reduce the commute time of Americans by 15 percent. We will do that by many means, and the Secaucus Transfer is one of them.

Let me illustrate: If you live in Ridgewood, and work in mid-town Manhattan, today it takes 55 minutes to commute by bus; 50 minutes by car; 60 minutes by train and PATH, and you're probably standing up for part of that.

But with the Secaucus Transfer, it will be 35 to 40 minutes. So, you will save 15 minutes one way; half an hour a day; and over the course of a year, half an hour everyday means a three week vacation.

The point I want to make is that this project will improve the quality of life for thousands of New Jersey residents. They will be home sooner at night, so they can be with their children. I have a four- and a five-year old, and when my day is done, I'm not interested in spending an hour on a freeway that is a parking lot. I want to be home to spend quality time with them.

And when I talk about the quality of life, for many New Jersey residents, especially those who live in the innercity, transit is their only way to work. Because of the changing metropolitan communities, lots of people have to commute back and forth to the suburbs for their jobs. At a time when we're encouraging people to retrain and to get off welfare and into jobs, how can people who have no cars do that if we don't provide affordable transportation to get them to and from work?

I work for a President who believes very strongly that transportation is our link to a strong economy. Everywhere I visit in this country, where there's a new transportation project, I see growth, and jobs, and expansion.

What will be on top of this transfer station? New offices that will bring growth and jobs to New Jersey's economy.

- more -

With the support of Congress, President Clinton has invested more in transportation than any President in history. On Saturday, the President spoke to all the mayors of the country and he told them, we have cut the budget deficit by more than half, but still upped our investments in infrastructure by 10 percent. They liked what they heard.

And believe me, the President is trying to make strategic investments in our infrastructure that will improve transportation in and out of New Jersey and New York.

As you can see, I brought with me a rather large check for $79 million, which I will sign after everyone is speaking. This brings the total federal investment since 1994 in the Secaucus Transfer to $312 million, and by 1998 we will make that $444 million.

In March at the White House, I announced that the President is recommending to Congress that just as we are fully funding this project, we fully fund 10 miles of the Hudson-Bergen light rail transit system. In April, I was with Senator Lautenberg in Weehawken, announcing loans that will make it possible to expand ferry service into Manhattan. And a few months ago, the Vice President and I announced that high-speed trains, like they have in Europe, will come to America for the first time. So, New Jersey residents will be able to take Amtrak from New York to Boston or Washington much quicker.

Let me end on this. This a region of 20 million people. This is an international community that people all over the world envy and come to visit.

This is a region that has always had a vision of linking its transportation systems. All the global centers -- London, and Tokyo, and Paris -- are making investments to provide the next generation greater mobility.

And, I am proud to know that today's investments will link this region, making this one of the finest transportation systems in the world. Thank you very much.

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8.72

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
HARLEM BIKE SHOP SAFETY EVENT
JUNE 24, 1996
NEW YORK CITY

-- Great to be here.

-- Harlem Hospital Injury Prevention Program

+ Just gave partnership award two weeks ago (Dr. Barlow was there)

+ In 8 years you've cut injury-related hospital admissions of kids by 55 percent ... pedestrian injuries by 50 percent.

+ Model for the nation ... similar programs now in six other sites across country.

-- So wanted to see your work first hand.

-- Now, you've just started a long vacation ... and know most of you are into biking.

-- Biking is fun. My daughters love it, but I always tell them <u>safety comes first</u>.

-- That's my job, keeping the roads safe for cars and pedestrians and bicyclists. But <u>you</u> must know how to use them <u>safely</u> ... especially you younger ones who are just starting out.

-- Questions:

1) <u>Helmets</u> -- Who knows rule number one when a friend says: "Let's go for a bike ride?" (For you older kids: What do you say when a friend says: "I'm not wearing a helmet, it looks dorky!" Answer: It's cooler to be safe than sorry.)

2) <u>Clothing</u> -- Who knows what you should wear when biking? (Answer: see and be seen ... wear clothes that make you easy to see.) **(Note: Point to kids wearing the right clothes.)**

3) <u>Bikes at night</u> -- Now, who knows the rule for riding at night? (This is a tough one.) (Answer: young children shouldn't ride at night, and you older kids should equip your

bikes with reflectors -- like these **(hold up)** "spoke sliders" -- and bright lights.)

-- Well, biking is fun ... but serious business. You also have to stay alert; ride on the right side of the street; check for traffic at intersections; and come to the Harlem Bike Shop for regular bike tune ups.

-- We're handing out these **(hold up)** orange-colored pamphlets with 10 smart tips to safe biking ... so pick one up.

-- And if you see someone not biking safely, take a minute, help them out, tell them how to be safer. It's the responsible thing to do ... and it's the right thing to do ... just like what Omar Gonzalez and Richard Hunter are doing right here in Harlem **(note: they should be in the audience and are grand prize winners of National Safe Kids awards.)**

-- You've probably all heard Dr. Barlow say: "It takes a village to raise a safe child." Well, she's right.

-- And there's someone else who thinks that's right and thinks you are doing a wonderful job with the injury prevention program ... First Lady Hillary Clinton.

-- She heard about your program and wrote you this letter **(hold up framed letter)**. Let me read it.

-- Thank you all for coming. And now for the raffle.

# # # #

8.69

FP -- Press Availability -- Monday, June 26, 1995
draft 1 -- 2.5 minutes (by Ilene)

- No statement. Just want to tell you what Secretary Perry and I saw and open it up to questions.
- Had a great visit. Have a better understanding of how the Coast Guard, which is part of the Transportation Department, interacts with Secretary Perry's defense operations. As I always knew, cooperation is outstanding.
- Three points stood out in my mind:

1) Coast Guard is a valuable national security asset. We saw contributions they can make in different types of conflicts and deployments we may see in future.

We saw a buoy operation on the cutter, CGC Sorrel. Coast Guard maintains 100,000 aids to navigation that keep our nation's waterways safely marked. This is same type of cutter that marked the harbor in Port Au Prince for a safe landing during the invasion of Haiti.

Saw a patrol boat demonstration. These were used in the multi-service operations in waters adjacent to Cuba and Haiti last year. They can be put on DOD Sea Lift Command and deployed worldwide.

2) Heard concerns of the enlisted personnel on the quality of life here.

Cutters are 50 years old -- not like sailing on a cruise ship. They'll be replaced by the Juniper class cutter, which we saw on Saturday.

3) Saw how we can be more efficient as budgets are cut.

Participated in a demonstration of the new line of motor lifeboat. Because it's faster and has more capabilities, it can do the work of other boats, so we can streamline our operations. -30-

E.70

U.S. Department of Transportation

News:

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

PRESS STATEMENT BY
U.S. TRANSPORTATION SECRETARY FEDERICO PEÑA
INTERNATIONAL CIVIL AVIATION ORGANIZATION
MONTREAL, CANADA
JUNE 26, 1996

As you all know, last February 24th, Cuban MiG fighters brutally shot down two unarmed, U.S. civil aircraft flying in international airspace, killing all four persons on board. It was nothing short of murder in the skies.

Less than two weeks later, I came on behalf of the United States before the ICAO Council to formally deplore and repudiate these brutal and unjustified acts. I also requested a full investigation of the entire incident so that the facts could be impartially determined and the truth accurately recorded for all to see.

To its credit, the council acted swiftly. It deplored these villainous attacks by the Cuban Air Force and ordered an immediate investigation.

The Secretary General's report, now before the ICAO Council, reaches two main conclusions. First, the unarmed U.S. planes were indeed shot down in international airspace. And second, no attempt, I repeat, no attempt, was made by the Cuban MiG pilots, or the Cuban authorities, to follow ICAO procedures to warn off the American aircraft.

Regardless of these conclusions, Cuba's use of deadly force is not only unjustified but illegal under international law and an affront to basic human decency.

So, in light of the severity of Cuba's actions, we are urging the Council to approve a resolution that not only accepts the findings of the Secretary General's investigation, but formally condemns – in the strongest terms possible – these crimes committed by Cuba.

To do any less would send the wrong message not only to Cuba, but to all the nations and peoples of the world.

- more -

We're also urging the Council to denounce Cuba's refusal to admit the wrongness of its actions. Without such an admission, how can the community of nations be convinced that such naked use of power won't be repeated?

Finally, we're asking the Council, out of respect for the victims of this tragedy and their families, to formally express its condolences. These weren't just civilian aircraft that were destroyed -- these were people whose lives were taken. They had names and families and hopes and dreams. And all of that was cut short in the blink of an eye by a couple of cowardly Cuban pilots.

We also believe the Cuban government should step forward and pay appropriate compensation to the families of the victims who lost their lives. Money alone will not ease the pain and grief felt by the families, but it is the minimum that can be done by Cuba to attempt to right a terrible wrong. We will be pursuing this at the United Nations.

Finally, I told the Council that in the days ahead, if we work hard enough, and remain vigilant enough, I hope we won't have any more tragedies like this. All of us on this earth cherish human life. And I pray for the day that every government respects the dignity of every citizen of every nation.

Thank you.

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U.S. Department of Transportation

News:

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

STATEMENT BY
U.S. TRANSPORTATION SECRETARY FEDERICO PEÑA
TO THE COUNCIL OF THE
INTERNATIONAL CIVIL AVIATION ORGANIZATION
MONTREAL, CANADA
JUNE 26, 1996

Mr. President, distinguished Representatives of the Council.

Last February 24, Cuban MiG fighter aircraft brutally shot down two unarmed, U.S. civil aircraft flying in international airspace, killing all four persons on board. It was nothing short of murder in the skies.

I met with you 11 days later in this very room to express the outrage of the United States at this unjustified, wanton and villainous use of military force against innocent people from my country. It was an egregious affront to the dignity of human life. And we must not allow Cuba's misdeeds to go unchallenged.

At that time we also asked ICAO to formally deplore and repudiate these brutal and unjustified acts. We also requested a full investigation of the entire incident so that the facts could be impartially determined and the truth accurately recorded for all to see.

To your credit, you acted swiftly in this matter by formally deploring these attacks by the Cuban Air Force and ordering an immediate investigation.

You now have before you the Secretary General's report. It contains a full, objective and accurate account of what occurred that fateful day. It reflects a thorough and independent analysis by the investigators of all the evidence. I ask that you accept these findings so the entire world will know what truly happened.

However, I believe the Council must do more. Cuba flagrantly violated international law and the fundamental principles of protecting human life that are deeply rooted in that law. ICAO must send a clear, unequivocal message that this action, and any like it in the future, won't ever be tolerated.

- more -

So I ask the members of the Council to formally condemn, in the strongest terms possible, these heinous acts. To do any less would send the wrong message not only to Cuba, but to all the nations and peoples of the world.

I urge the Council to strongly deplore Cuba's refusal to acknowledge the impropriety of its use of lethal force against these civil aircraft. Without such an admission, how can the community of nations be convinced that such naked use of force won't be repeated?

Finally, I ask the members of the Council, out of respect for the victims of this tragedy and their families, to once again formally express their condolences. These weren't just civil aircraft that were destroyed -- these were people whose lives were taken. They had names -- Mario de la Peña, Carlos Costa, Armando Alejandre, and Pablo Morales -- and families and hopes and dreams. And all of that was cut short in the blink of an eye by a vicious and cowardly act perpetrated by the Cuban government.

We will be offering a resolution that includes these requests. I urge you to stand firm and adopt it. We must send the clearest and strongest message.

Now I would like to review the facts and conclusions contained in the Secretary General's report.

First, the aircraft that Cuba attacked were unarmed, U.S. registered, privately owned, Cessna 337 civil aircraft. Each was carrying two civilians, all four of whom were killed.

Second, the aircraft were attacked and destroyed in international airspace, miles outside of Cuban territorial airspace, and they posed no threat, of any kind, to anyone.

Third, the U.S. planes were clearly identified as civil aircraft before they were attacked. As the report points out, the flight plans for all three aircraft had been transmitted to the Havana Area Control Center. All three aircraft had contacted Havana Center prior to entering the Havana Flight Information Region, and confirmed their assigned transponder codes. This information was made available to the Joint National Center for Flight Planning in Cuba by Havana Center. Cuban Air defense was thus also informed.

In addition, the pilot of one of the MiGs clearly identified and reported to military ground control that the target aircraft he was intercepting was a blue and white Cessna 337. So there can be no doubt that all those involved in authorizing and executing the attacks knew full well that these were small, civil aircraft.

Fourth, there was no attempt to contact the aircraft by the military fighters or their ground controllers. No attempt was made by the Cuban MiGs to direct the U.S. aircraft away. No attempt was made to direct them to a landing at a suitable airfield. No attempt was made to follow the procedures for intercept maneuvering or signaling as published by ICAO and included in the Cuban Aeronautical Information Publication.

Had any of these accepted principles and procedures been followed, the entire incident could have been avoided.

Cuban authorities claim that the MiG 29 pilot made a warning pass -- what they called a combat turn -- in front of the airplanes before destroying them. ICAO investigators, however, noted that none of the pilots in the Cessnas, who were in continuous communication with each other and who were recording their communications, ever reported seeing such a pass.

The investigators said, and I quote, "It was reasonable to expect that such an encounter would have been reported to the other Cessnas." That's an understatement. Such a close-in turn, across the nose by a roaring MiG-29 would be hard to miss. So why wasn't it noted by the Cessnas' pilots? Because it never happened; it's a blatant lie. There were never any warnings, of any kind, given by those involved in the shootdowns.

These facts alone are damning and cry out for a strong response by ICAO. But there is more evidence.

There were eyewitnesses to these killings, and their chilling testimony corroborates the U.S. evidence against Cuba. The crews and passengers of the Norwegian cruise ship "Majesty of the Seas" and the U.S. fishing vessel "Tri-liner" saw the fiery explosion of the first small aircraft as it was destroyed by a missile from the MiG 29. Moments later, they saw the Cuban jet fighter fire its second missile at the other small aircraft, and again saw a fiery explosion as that aircraft was destroyed. These events were recorded in the ship's log and the location of the incidents noted.

The "Majesty of the Seas" is equipped with a sophisticated navigation system that automatically records its position with a high degree of accuracy by using satellites in the Global Positioning System. This equipment was working normally, so there can be no doubt about the accuracy of the cruise ship's positioning data. As a result, the ICAO investigators concluded, after considering all the evidence provided by eyewitnesses, the United States, and Cuba, that the first aircraft was shot down 9 nautical miles outside Cuban airspace and the second aircraft was shot down 10 nautical miles outside Cuban airspace.

All told, the evidence against Cuba is overwhelming and irrefutable. Cuban jet fighters killed four innocent people in cold blood.

But as heinous and callous as those acts were, they were not the only troubling matters raised during this investigation.

There is a disparity between the U.S. and Cuban tape recordings of the communications between the Cuban fighters and their ground control. These recordings are of the same event. Yet, the U.S. recording contains many transmissions in which the Cuban pilots note seeing surface vessels in the immediate vicinity of the shootdowns. However, the Cuban recordings omit the references to surface vessels at the time of the shootdowns. The facts clearly show the information the U.S. provided was accurate.

And there is another troubling disparity involving radar data. The Cuban radar data purports to show that both aircraft were shot down well inside Cuban airspace, five to six nautical miles north of Havana.

But the U.S. radar data show that these two aircraft never penetrated Cuban airspace. And as the chart before you shows, the U.S. radar data, the eyewitness testimony from both vessels, and the oil slick found by the search and rescue aircraft all locate the shootdown in the same vicinity. Conversely, the Cuban radar data show the location to be many miles to the south.

Again, the facts show the information provided by the United States was accurate. It is the information provided by Cuba that is out of line.

Now, what about motive? The Cuban Government has made allegations of airspace violations committed by pilots of "Brothers to the Rescue" and perhaps others.

The United States does not accept or condone any violation of another country's airspace. The U.S. State Department, the Federal Aviation Administration and others have worked diligently within the constraints of their authority to stop them, and have cooperated with the Cuban government in doing so.

The U.S. government continues to do all it legally can to ensure that its aviation laws and regulations are obeyed and enforced, and that aviation safety is protected and maintained. However, I cannot, and you cannot accept the notion that people can be hunted down and killed for dropping leaflets or deviating from flight plans. It's an unacceptable use of force and must not be tolerated.

So let me conclude by urging the Council to adopt the U.S. resolution that we will be introducing today. By embracing the Secretary General's report and forcefully condemning Cuba's flagrant disregard for the rules of international order and the safety of international aviation, ICAO will fulfill its mandate and reaffirm its role as an organization dedicated to principles of international law and the protection of international aviation safety.

Finally, let's not forget either the victims of this murderous attack or their families. It is altogether fitting and proper that the members of the Council offer ICAO's condolences. Furthermore, the United States believes that international law and common decency dictate that the Cuban government pay appropriate compensation to these families.

It is my sincere hope that we will never have anymore tragedies like this.

Thank you.

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