8&30

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
DALLAS FORTH WORTH AIRPORT LUNCHEON
OCTOBER, 1, 1996
DALLAS, FORTH WORTH

(Acknowledgements -- check with advance)

Thank you very much ... and hello, again, everybody! I am delighted to be back in Texas among my friends and my neighbors.

First, I want to say a few words about my friend (former Fort Worth Mayor) Bob Bolen. You'll be honoring him in a few minutes with the Jonsson Award. There are few people more deserving. The East Runway we just opened might have never been built if it hadn't been for Mayor Bolen and his talents for bringing people together.

When I was Mayor in Denver and we needed help educating people about the importance of building a new airport, I called him and asked him to come. He

did such a good job of educating Denver, we built our airport. And some of the credit goes to Bob. So congratulations, Mayor Bolen ... in many more ways than you know, you earned the Jonsson Award.

Four years ago, President Clinton put in place an aggressive economic strategy to reduce the deficit, reduce the size of government, expand trade, and work in partnership with state and local leaders to rebuild our economy. Today, ten and a half million new jobs have been created, the combine rates of unemployment, inflation and interest rates are the lowest in 28 years. Home ownership is up, consumer confidence is up, and the U.S. is now rated the most productive economy in the world.

And with a stronger economy, people are flying more than ever. More than 550 million people are

flying in the U.S. today, and since President Clinton has been in office, 70 million more people are flying a year (5 million in Texas alone). So it's absolutely vital that we make the kind of investments today that can accommodate the demands of the 21st century. And I am very pleased to say, that since I have been in office, we have invested more at DFW than at any other airport in the country. We have been your partner and you will be ready, for the 21st century.

Well, this afternoon I want to speak with you about three aviation issues -- our work at opening international markets, our work to make our skies safer, and our work to make airports more secure.

I. International

First, I want to discuss our international aviation activities. The greatest challenge our airlines face is how to successfully compete in the global economy.

In the United States, the market is changing -- profoundly. The U.S. market is the largest in the world. But it is now a mature market. Ten years ago, it accounted for 29 percent of worldwide revenue passenger miles, last year, it fell to 26 percent, in a decade it will fall to 23 percent.

While air travel inside the United States will grow 4 percent a year for the next dozen years, the pace of growth for international routes will be even faster -- 5.3 percent.

That means that 800 million people a year will be flying in the U.S. ... 45 percent more than today. Ninety million of them will be flying to international

destinations. For example, double the number of people flying today from the United States will be flying to Latin America.

I know the people of Dallas and Fort Worth want new additional international airline routes, where you can fly non-stop from DFW to cities around the world. You should have better international service. After all, this is an international region. You export around the world. You have visitors and business people from around the world.

In the last few years, we have been successful in winning new non-stop international routes from DFW. Including three new flights to Vancouver, Sao Paulo, and Leon.

As Transportation Secretary, I've signed 39 new aviation agreements. These are important, not just for

making travellers' lives more convenient, but for boosting local economies.

Let me illustrate. Before I became Transportation Secretary, the U.S. and Canada had made 13 attempts to renegotiate a very restrictive agreement. In February, of 1994, our Administration made the breakthrough. Today we have a far more open aviation agreement with Canada, and the largest aviation market between any two countries.

Since our agreement, 2 million extra passengers have flown between our two countries, generating nearly $4 billion in new economic activity in 18 months.

Texas has benefitted from this.

Because of the expanded growth in Latin America, we have to work with each of the democracies to open

markets and create new air service opportunities. In fact, just last week, I met with top aviation officials from throughout Latin America. We've made progress, signing new air agreements with Argentina, Brazil, and Peru, which already are increasing service.

As for Europe, we have made major progress in signing open skies agreements. The most recent was with Germany, bringing 40 percent of Europe under a fully open aviation regime.

One agreement American Airlines, you, and I all want is to open skies between the United States and the United Kingdom. It would be a profound breakthrough.

The British have not yet agreed to changes we consider essential, such as unrestricted market entry and airline determined pricing and capacity. I am

disappointed the British have not been more willing to agree to opening skies, expanding opportunities for all airlines, and providing a basis for considering American Airlines' proposed alliance with British Airways.

Nevertheless, informal contacts are continuing to determine whether a basis for resuming talks can be developed.

(News:)

Asia is by far the world's fastest growing region ... and where there is the greatest opportunity to increase air service for cities like Dallas and Fort Worth.

Just this week, I've been in contact with my counterparts in several Asian economies, communicating our intention to move toward open skies in Asia. Our initial focus will be on nations sharing our pro-competitive aviation philosophy. But

we are prepared to consider open skies relations with all Asian countries.

As in Europe, we believe several Asian partners should agree to open skies before we sign any agreement with a particular country.

II. Safety

We're also working to keep American aviation safe, and to meet the demands of rapid growth, we have to invest more, and invest wisely.

Our strategy has been two-fold. First, we brought major reform to the FAA by changing FAA rules so the agency could buy new technology faster and place personnel where they are needed most. (Just two weeks ago, for example, we signed a $1 billion contract for new digital radar terminals that will replace

the 20-year old equipment air controllers are using today.)

The decade old strategy to replace aging equipment (which was a billion dollars over budget and years behind schedule) is now back on track.

Second, we're investing in our airports to expand capacity. Here at DFW, we have invested some $240 million ... more than in any other airport in the country (in just the last three years).

In addition to the East Runway we just opened, there's the completion of the FAA's $166 million Metroplex Air Traffic System. When the system is switched on October 10, it'll permit a 75 percent increase in the number of takeoffs and landings. That represents an enormous improvement in the current system, and ultimately will benefit consumers

nationwide by increasing safety, and by saving airlines and consumers an estimated $10 billion in costs associated with flight delays (over the next 20 years).

We've also built <u>two</u> new control towers at DFW; invested in Doppler Radar to protect against deadly windshears; expanded the radar approach control (TRACON) facility; and improved navigational aids that guide aircraft into the airport. All told, it took 68 separate projects and <u>9</u> years of hard work to turn the Metroplex plan into the FAA's largest airspace upgrade in history.

So today, as we dedicate the new seventh runway, the new TRACON, and the entire Multiplex project, I'd like to congratulate the 3,000 men and women at the FAA who worked so hard to make it a reality, and all

the DFW officials. They finished the massive job on budget ... and three months ahead of schedule.

Safety has always been my highest priority. We will continue to do whatever is necessary to continue to provide the American people the safest system in the world.

III. Security

Finally, let me address a relatively new and growing concern ... aviation security. Americans are more concerned about security in light of the unexplained TWA 800 tragedy, than at any other time in recent history.

Since then, what we've achieved is astounding.

As you know, President Clinton appointed the Gore Commission and asked those of us on the panel to evaluate the current system, and to then craft a

strategy for improving security in our airports and on our airplanes. The commission produced an action plan ... in record time ... that included a variety of new anti-terrorism measures as well as 20 recommendations for beefing up aviation security.

Some of them, as you are probably aware, have already taken effect. In recent weeks, I've been visiting key airports across the country to help monitor and guide the implementation of the Commission's action plan, and I can tell you we're making good progress. I have met with local airport, airline, FAA and other people who are forming local consortia ... as recommended by the Gore Commission ... to revise and update their security plans.

Just yesterday, **(verify Tuesday a.m.)** Congress acted ... in record time ... on the President's request

for $430 million to expand our anti-terrorism efforts and enhance aviation security.

We'll be using the funds to implement a comprehensive security and counter-terrorism effort, that includes installing new bomb detection equipment (CTX - 5000s) in major airports ... implementing passenger profiling ... accelerating research and development efforts ... and soon, we'll start recruiting more security personnel and training more dog-handler teams.

But the counter-terrorism effort goes beyond aviation. The ATF will be studying the use of so-called "taggants" or markers in explosives that would make it easier to track down criminals after a bomb blast. The FBI will be beefing up its anti-terrorism efforts. And

more will be invested to protect our armed forces, federal buildings and other strategic infrastructure.

We're also working more closely with our allies to form a world coalition to combat terrorism.

We know we can't make the world risk-free, but we can reduce the risks we face by waging an aggressive campaign against terrorists.

Conclusion

So that is what we have been doing insofar as making our system safer and more secure for the flying public, and by increasing opportunity by open international markets.

Let me end on this. We have come a long way together. We now are standing in the shadow of a new millennium. And as we prepare to step into the bright light of the 21st century ... with all its hope and

all its promise ... I'm absolutely convinced we can and will continue to cooperate as partners to make America an even better place for our families and the generations to come.

Thank you.

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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
AMERICAN PUBLIC TRANSIT ASSOCIATION ANNUAL CONFERENCE
OCTOBER 7, 1996
ANAHEIM, CALIFORNIA

I am pleased, once again, to be with all my friends in transit. We have come a long way together in the past few years.

I'd also like to congratulate my FTA administrator, Gordon Linton, for his dedication and hard work on the summer Olympic Games in Atlanta. You did an outstanding job, but you couldn't have done it without the partnership of some 70 transit authorities around the county.

And what a showcase for transit! You sent over 1,400 buses to help out the Metropolitan Atlanta Rapid Transit Authority (MARTA). Many represented state-of-the-art technology. Some were fueled by environmentally friendly compressed natural gas. Almost all were equipped to transport the physically challenged.

But let me tell you the untold story about the Olympics. Atlanta has had air quality problems. And with all the visitors coming for the Olympics, they feared they'd have the worst ozone days they had ever seen in Georgia.

Instead, ozone readings were 40 to 50 percent lower during the Olympics. Why? Because 18 million people rode transit, and left the cars in the garage.

If that's not an argument in favor of investing in transit, I don't know what is!

Well, today I'd like to talk about our three greatest challenges in transit -- keeping alive the commitment to transit, making our communities more livable, and using technology to bridge transit into the 21st century.

- more -

I. COMMITMENT TO TRANSIT

Four years ago, President Clinton put in place an aggressive economic strategy to reduce the deficit, reduce the size of government, expand trade, and work in partnership with state and local leaders to rebuild and to invest in our economy.

Today, ten and a half million new jobs have been created. The combined rates of unemployment, inflation and interest rates are the lowest in 28 years. Home ownership is up, consumer confidence is up, and the U.S. is now rated the most productive economy in the world.

And transit has played a key role in the success of the President's economic strategy. As all of you know, this is a President who likes to ride the bus, and he rides it often, cross country! He's very pro-transit, unlike some administrations of the past.

Very early on, we developed and implemented a new transit strategy. First, we made you, our customers, full partners, and brought in a management team with many years of transit experience. As a former mayor, I knew how important it was to have people who understand transit, working in Washington.

Then we evaluated our investment strategy and discovered transit investment wasn't keeping pace with the demands of a growing economy. Traffic congestion in the nation's 50 largest cities costs $40 billion a year. The cost would be even higher, some $15 billion, if transit were to disappear overnight. And delays are likely to increase over the next two decades by some 60 percent.

So today, we're investing on average nearly $1 billion more a year in transit than during the prior administration.

Last March I was at the White House when we announced $2 billion in full-funding transit agreements with 6 communities across the country. Never had such an announcement been made at the White House.

All told, we have signed 17 contracts with metropolitan areas from coast-to-coast to build over $10 billion in new transit lines and extensions.

America hasn't seen this much new transit construction since Woodrow Wilson was in the White House!

And let me tell you, these investments are powerful engines of economic growth.

So, we're on the right track as we build that bridge to the 21st century that President Clinton is challenging us to construct.

But how do we keep up the pace? How do we make certain our transit investments continue meeting local needs and building communities, especially in these times of tighter budgets?

One way is to maintain, or expand, the investment flexibility of federal transportation law, known as ISTEA. Over the past four years, $3 billion has been transferred into transit from highway investment. The grass root coalitions that gave us this flexibility will continue to play a key role as we prepare to reauthorize ISTEA next year.

Another way is through more public education. All of us here know the benefits of transit. But we have to go into our communities and talk to people. Tell civic groups and developers and public officials about how transit can encourage economic development, improve the environment, and reduce congestion.

II. LIVABLE COMMUNITIES

Our second challenge is to continue to focus on the human element. What good is all this investment in bricks and steel and equipment if it fails to make our communities more livable? What good is it if doesn't improve the quality of people's lives?

President Clinton and I believe very strongly that the best investment the government can make is in people, whether it's in transportation, education or housing. Transportation systems must be designed to serve a variety of needs: schools, jobs, health care, restaurants and entertainment. We must think beyond simply moving from place to place the 10 million people who use transit every day.

The Roxbury Crossing station in Boston, for example, is near a heavily-used neighborhood health center. We're building child care centers in transit stations. I visited a station in East Cleveland, where mothers moving off welfare, will be able to drop children off at day care, on their way to work.

This is important because President Clinton has worked hard to move 1.8 million people from welfare into jobs. And more will be moving into jobs under the new welfare reform law.

Our livable communities initiatives are very new. But they are the future. They represent the way we must go in the years ahead, so people benefit more fully from all transit has to offer.

III. NEW TECHNOLOGIES

Finally, I want to talk about investing for the 21st century. Staying competitive in the global economy is the greatest challenge America faces.

Communities are gearing up to meet the challenge, by investing in local infrastructure, by attracting new businesses, and by forming public/private partnerships. I see it in every community I visit.

Developing new technologies is one of the most productive investments we can make. Anything to make transporting goods and people more efficiently will give our businesses the edge they need.

Under my tenure, we've invested heavily in research and development. The program I'm most pleased about is our new space-age bus. Without a doubt it is the most ambitious transit R&D effort we've ever undertaken.

Tomorrow, we'll unveil the proto-type at the Northrup plant in El Segundo. The manufacturing process, which produces the high-strength composite materials used in the Stealth Bomber, was used to produce the materials that go into our new bus.

We'll need a newly designed bus to ultimately replace the 55,000 transit buses now in service. I believe we should use the most advanced designs for lighter, more fuel efficient buses.

There's more. Tomorrow, when we pull off the cover, our bus will be one of a kind, the only one like it in the world. But I also hope it will become one of America's leading edge exports of the 21st century, creating high-wage, high-skilled manufacturing jobs for American workers. In fact, Japan and other nations already are interested in our new bus.

Speaking of the 21st century, President Clinton also wants us to invest in education of our young people. He has invested more in the early education Head

Start program. He has called for higher academic standards. And he wants a variety of new educational initiatives, including tax incentives to defray the cost of getting a college education.

At the Transportation Department, we're helping build the education bridge through a partnership program at the Federal Transit Administration. We've teamed up with technology training programs at three schools in Los Angeles, Locke, Wilson and North Hollywood Senior High, and Cardoza Senior High in Washington, D.C. Some of the students from the Los Angeles program are here today and we'll be meeting them in a minute.

But, let me end by saying again how much I've enjoyed working with you. I ask that we continue working together to keep the economy strong and growing. To keep finding ways of governing better, to promote safe and secure transportation.

These are great opportunities. These are formidable challenges. But as the President has said: every time our nation has faced great challenges, and we worked together as one unified nation, we have succeeded!

Given the talent, energy, creativity and love of country that I see here -- we're ready for that challenge. Thank you.

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

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TALKING POINTS
PRESS AVAILABILITY
LOS ANGELES INTERNATIONAL AIRPORT
OCTOBER 7, 1996

- Thank you Representative Harman for having me here today to tour the airport.

- I also would like to recognize John Driscoll, Executive Director, of the Los Angeles Department of Airports; Dan Garcia, President of the Board of Airport Commissioners; Gilbert Sandoval, Chief of Police; Bill Withycombe, FAA Regional Administrator; and Ron Pelayo, FAA Federal Security Manager for the briefing and tour we received today. From the El Segundo community, I'd also like to introduce Mayor Sandy Jacobs and from the Los Angeles City Council, Ruth Galanter, and former El Segundo Councilman Dick Switz.

- In the aftermath of the Oklahoma City bombing and the terrorist attack on our troops in Saudi Arabia and the as yet unexplained tragedy of TWA Flight 800, the American people want to know that their elected officials, airport and security specials are doing all they can to ensure the safety of the system.

- Los Angeles International Aiport is setting an example for the rest of us to follow. Today I have seen firsthand outstanding examples of efforts to make LAX a secure facility for air travelers. (Describe tour.)

- We are moving quickly to implement recommendations made by the commission headed by the Vice President. Legislation signed by President Clinton on September 30 is a major step forward in the President's anti-terrorism effort. The Congress, with the leadership of Rep. Harman, has appropriated $200 million for the installation of new bomb detection equipment in major airports, accelerating research and development efforts, recruiting more security personnel and hiring and training additional bomb-sniffing dog teams.

- Additional progress for America's aviation system was made last Thursday with the passage of the FAA reauthorization bill. This bill will provide for additional security measures, including criminal history background checks for the people who screen carry-on luggage at airports.

- Our objective is to improve the system's effectiveness for preventing a terrorist attack against civil aviation. Today I met with members of this airport's security consortia which is a partnership at work to design the best security system for this airport. This airport's security system may not be the same as the one at SFO, O'Hare or JFK.

- As one of the nation's busiest airports -- a facility that is growing by leaps and bounds -- and as a gateway to Asia, LAX is a vital element in the implementation of the Vice President's commission recommendations.

- Finally, I'd like to say a few words about the diligence of Rep. Harman -- whose district includes this airport. In addition to her support for the work of the White House Commission on Safety and Security, she has worked closely with me and with the FAA to reduce noise from the airport in the El Segundo area. Rep. Harman has brought about a reduction in noise by fighting for airport improvement program funding to soundproof residences. Rep. Harman also persuaded the FAA to enforce flight patterns so that commuter airplanes take off over the ocean rather than over neighborhoods. I want to commend you for the recent town meeting you called with FAA Administrator David Hinson so that your community could learn how the FAA is working to enforce this new flight pattern.

- Again thank you for bringing these issues to our attention, working with us to achieve a solution and your work to enhance aviation security for all Americans. Representative Harman....

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
RAIL YARD TOUR AND BRIEFING WITH LOCAL
TRANSPORTATION LEADERS AND CONGRESSMAN GEORGE BROWN
OCTOBER 7, 1996
SAN BERNADINO, CALIFORNIA

(Check acknowledgements with advance.)

Thank you, Congressman (George) Brown for those kind remarks. I'll have to hire the person who wrote them!

Supervisor (Jerry) Eaves, Supervisor (Larry) Walker, Eric Haley from the San Bernardino Associated Governments and our many partners here from the business community ... thank you for inviting me today. And thank you for those excellent presentations by Mike Kelly of Union Pacific and Fritz Draper of Burlington Northern.

You have an impressive intermodal facility. And your expansion plans for the Burlington Northern/Santa Fe rail yard are impressive, too. America's future rests on projects like these ... because they enhance the ability of our workers and businesses and communities like San Bernardino to compete successfully in the global economy. America's future prosperity depends on remaining a leader in the world economy. And our bridge to that future, which President Clinton is challenging all of us to build, is being built today by the men and women of San Bernardino.

In the past four years, our economy has produced ten and a half million new jobs, boosted the average

incomes of Americans by $1,600 a year, and produced the lowest combined rates of inflation, unemployment, and interest rates in 28 years. And all of this was achieved by the hard work of communities like yours.

Well, I'm really not here to give any speeches! I am here to listen and to learn and to talk with you about your plans to expand the county's role as a major freight hub for California's "inland empire."

But let me make just a few points.

First, I know how important these plans are for the community. They mean more jobs and more economic development for the region. And that means a better quality of life for all the people who live and work here.

And there's no better sign of your commitment than your willingness to fund over half the cost of transportation projects in the county through local sales taxes (generating $1.7 billion over the next 20 years). So I'm very pleased to have San Bernardino as a partner. As a former mayor, I know that this kind of local involvement always leads to better and more effective economic decisions.

- Second, intermodalism & ISTEA reauthorization.

  -- Example: Burlington Northern/Santa Fe intermodal yard.

-- New NHS map shows 1,000 key connections.

-- Intermodalism message

+ Hearings ... Miami last week ... San Diego this summer.

+ Keep ISTEA flexible.

- Third, Rep. George Brown -- key player.

-- Alameda Corridor project ... top priority for region ... Congress last week passed $58 mln to leverage $400 mln loan.

+ San Bernardino trade volume to double to 190 mln tons over 25 years.

-- Norton AFB converted into San Bernardino International Airport (he called me many times).

+ $7 mln in MAP grants (Military Airports Grants Program).

+ Defense Finance & Accounting Service center ... 750 good-paying jobs ... $15 mln in new construction.

-- Big <u>ISTEA supporter</u>.

+ Ontario International Airport ... $34 mln for access roads.

+ Metrolink for San Bernardino & Southern California.

+ California State Infrastructure Bank.

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Transportation is the backbone of this community, ever since the 1880s when the Santa Fe Railroad came to Southern California. Railroads built San Bernardino. And when you complete all these projects you're working on, the "Inland Empire" will be an intermodal hub ready to take on the challenges of the 21st century.

So thank you for inviting me, and for the tour. I look forward to continue working with Congressman Brown and all our partners throughout San Bernardino.

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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
Monday, October 7, 1996

Contact: Kara Gerhardt
202-366-1621

MEDIA ADVISORY

Secretary of Transportation Federico Peña, Senator Barbara Boxer and Rep. Jane Harman will signal the rollout of the Advanced Technology Transit Bus, on Tuesday, October 8, at 10:30 a.m. at the Northrup Grumman Corporation in El Segundo. The ATTB promises to make public transportation cleaner, more cost effective and more fuel efficient. Following the rollout, the Secretary will announce the full funding cooperative agreement with the LA County Mass Transit Authority.

WHO: **Secretary Federico Peña**

WHAT: **Advanced Technology Transit Bus rollout**
Full funding cooperative agreement announcement

WHEN: **Tuesday, October 8, at 10:30 a.m.**

WHERE: **One Hornet Way, El Segundo**

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, October 4, 1996

Contact: Kara Gerhardt
202-366-1621

MEDIA ADVISORY

Secretary of Transportation Federico Peña, who is a member of the White House Commission on Safety and Security, will travel to Los Angeles, CA, on Monday, October 7, to tour the LAX Airport with Rep. Jane Harman at 1:30 p.m. Secretary Peña will be briefed by the airport's security consortia established to review LAX's security measures. The tour and briefing will be followed by a press availability.

In Anaheim, Secretary Peña will address the National American Public Transit Association at its annual conference and announce a grant of $100,000 to the LA County Mass Transit Authority with the LA Unified School District .

Secretary Peña's schedule open to press coverage:

Monday, October 7

9:45 a.m.	Opening address National American Public Transit Association - Annual Conference Anaheim Hilton Hotel, 777 Convention Way
1:30 p.m.	Tour of Los Angeles (LAX) Airport V-Net and Dispatch Communications Center - 10285 Post Way Peña will be joined by Rep. Harman; Airport Chief of Police Gilbert Sandoval; and Executive Director of the LA Dept. of Airports, John Driscoll.

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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
Thursday, October 3, 1996

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

Statement of U.S. Transportation Secretary Federico Peña Concerning Passage of the FAA Reauthorization Bill

I want to thank FAA Administrator David Hinson, Deputy Administrator Linda Daschle, Senators John McCain and Wendell Ford for their commitment to seeing this bill to passage. This bill means improved security and enhanced safety for the traveling public. It means that enhanced aviation security measures recommended by the White House Commission on Aviation Safety and Security will move forward.

The bill will provide for criminal history background checks for the people who screen carry-on luggage at airports, and will require airlines to review performance records of pilots applying for positions with other carriers.

The congressional action today also addresses the need for a long-term funding strategy for the FAA through the creation of the National Civil Aviation Review Commission. Airports will be assured that the much needed airport improvement program will continue to be available to accommodate increased air traffic at the nation's airports.

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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
ADVANCED TECHNOLOGY TRANSIT BUS ROLL OUT
OCTOBER 8, 1996
EL SEGUNDO, CALIFORNIA

I am glad to be here, and to be part of a celebration of what has been a favorite project of mine.

Today, you can be paged while riding a bus. You can talk on a cellular phone, or watch TV, or listen to CDs while riding a bus assuming, of course, our high school students in the band over here use their earphones. But the bus itself -- the bus millions of Americans ride to work and school everyday -- uses technology developed when I was in college listening to 45s on a record player.

That is going to change. I don't know if our band members are old enough to remember this, but every Transportation Secretary's theme song is an old Willie Nelson tune -- "On the Road Again." Today, we're unveiling a bus that will put American know-how on the road again!

I work for a President who likes to ride the bus, and he rides it often, and cross country. He will love to ride this one, because this is an example of everything he believes in.

The President believes that American inventors and entrepreneurs can be leaders in the globally competitive technological world. He has done everything he could to increase our commitment to support research -- at every level.

He knows that government investment in technology is responsible for the computer, the jet aircraft, and the Internet. No investments we ever made paid off better in jobs, in growth, and in opportunity.

I share the President's vision and commitment. I have re-shaped our technology programs at the Transportation Department. Next year, with Congress's support, I will increase our research and technology investment by 8 percent -- to more than $900 million.

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I got tired of seeing American ideas being lost to overseas competition, because our government was not promoting American transportation know-how.

So, we're bringing high-speed rail to our country for the first time, we're changing the way Americans will travel and navigate by making GPS available to industry, we're investing millions of dollars to create bomb-detection devices that will improve the security of our airports, and I want to see high-tech highways across America that will make people's commutes substantially faster.

And then there is this project. This is one of the largest investments the Transportation Department has ever made in a transit research project. We will invest $45.5 million; and I can tell you today, with Senator Boxer's help, we will continue to support this program until it is complete in 1999.

This is a 21st century bus that will cross that bridge the President wants us to build. It will be successful, because our customers -- all of you -- told us exactly what you want in a bus. And we are delivering.

It is light weight -- made out of a special composite material. Today, the average bus weighs 32,000 pounds; this bus has been on a diet. It weighs in at about 22,000 pounds, and the next generation will be even lighter.

It is low and has a flat floor throughout, so all passengers can enter and exit easily.

It is corrosion-free. It will take half the time it now takes to repair and service a bus. It has a longer shelf life than current buses. It is cleaner and better for the environment.

The bottom line is that operators using this bus will save annual fuel and brake repair costs of almost $5,500 -- per bus.

What is important is not only what this means for the American consumer, and the transit authorities, but what it could mean for selling American-made buses to other countries.

This prototype is one of a kind, the only one like it in the world. But I believe that when it is finished, this bus will become one of America's leading edge exports of the 21st century, creating high-wage jobs for American workers.

I will make a prediction: in the next century, when you visit Asia, or Europe, or South America -- you will be riding American-made buses. Other countries have already shown interest, and I can't think of a better way to start the next century, than by launching a new line of transportation equipment for export overseas.

Well, is everyone ready for the big moment? Northrop-Grumman has selected two people who have worked hard, to help me roll it out, Steve Jackson, who will be driving, and Phil Sweezy, who will be navigating.

This has been a stealth bus for many years. The world has heard about it, but never seen it. Let it be stealth no longer.

Drummers, if I can I have a drum roll, here she comes, our 21st century bus.

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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
RIBBON CUTTING OF NEW COMPRESSED NATURAL GAS BUS FACILITY
OCTOBER 9, 1996
WOODLAND, CALIFORNIA

Let me congratulate all of Yolo County. You have an outstanding transit system, and I'll tell you how I know. I have been Transportation Secretary for four years. In those four years, your ridership is up 18 percent, which is well above the national average. So, you are doing some very good work, and I congratulate all of you.

As you know, I work for a President who likes to ride the bus, and he rides it often, and cross country! But what you may not know about the President and buses, is that he has invested on average nearly $1 billion more a year in transit than the prior Administration. That is all the more remarkable, when you consider that the President with the help of Congressman Fazio made those investments, while cutting the budget deficit in half.

The President asked me to downsize my Department by 11,000 people. My Department is now as small as it was 30 years ago when Lyndon Johnson created it. I downsized, so I could upsize transportation investments in California and other states. I downsized so that you could build beautiful and functional facilities like this one that will benefit this community for years and years.

Overall, the federal government has invested $5.4 million in this facility and your new fleet of alternative fuel buses. It is the right investment to make. Let me tell you why:

The first reason is that our country must find new ways to get people to and from work; and to move people more efficiently. Traffic congestion in the nation's 50 largest cities costs $40 billion a year -- and the cost would be even higher, some $15 billion, if transit were to disappear overnight.

- more -

Why do businesses and schools and hospitals want to be on transit lines? So employees can get to work, so students can get to classes, so seniors can go shopping, or get to their appointments.

You understand this, and in the last four years, I know that you have increased or initiated new services. We need more communities across the country to provide the quality services you have provided here in Yolo County.

The second reason we must invest in transit, is transit is better for the air than cars. You are a leader in this effort. With the new buses that Congressman Fazio helped deliver, now 62 percent of your fleet runs on compressed natural gas

For those who are not familiar with compressed natural gas or CNG, it is the same fuel that runs a gas oven or dryer or air conditioner in a house. The difference between CNG 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 about 1,000 are CNG buses. But that is changing -- about a third of new buses being ordered today are CNG buses.

I understand you plan to convert to 100 percent CNG buses, only the second fleet in California to be 100 percent CNG.

That is what your customers want, and I know it will be good for the air in Yolo County. I congratulate you on your foresight.

Next year, the legislation that funds much of the highway and transit investments in our country will be debated in Washington. We will decide how to make transportation investments for the next century. I want to end, by letting you know that the President, as he has in the past, is supportive of transit investments.

So, I'm very glad to be here and to visit your new home. It's a wonderful facility and it will mean good days ahead for California's transportation system.

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

FOR IMMEDIATE RELEASE
Tuesday, October 8, 1996

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

Statement by U.S. Secretary of Transportation Federico Peña On Signing of Maritime Security Act

With the stroke of a pen today, President Clinton ensured America's future as a maritime nation. The Maritime Security Act will enable the United States to continue as an active participant in its own maritime future and ensure that American ships, crewed by loyal, skilled American civilian seafarers, will continue to be available to support our armed services.

American shipping companies have been the innovators in developing and implementing the intermodal technologies which have revolutionized the transportation industry. The Maritime Security Act will help maintain the United States as a transportation leader.

The Maritime Security Act authorizes funding of up to $100 million annually for up to 47 vessels. It requires participating shipowners to enroll in an Emergency Preparedness Program established to provide sealift support in time of war or national emergency.

In addition to the economic value of maintaining U.S.-flag shipping services, the United States will receive other benefits from this partnership. Participants in the Maritime Security Program will make their worldwide intermodal networks available to the Department of Defense. These include not only the carriers' vessels, but also trains, trucks, cargo handling equipment, and tracking and control systems -- as well as traffic and logistics management services.

I want to thank members of Congress from both political parties for passing the legislation, applaud maritime labor organizations and U.S.-flag carriers for their efforts to move ahead with maritime reform, and credit Maritime Administrator Albert J. Herberger and the Maritime Administration staff for their invaluable contribution to the future of the United States.

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U.S. Department of Transportation

News:

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

Statement by Maritime Administrator Albert J. Herberger on Signing of Maritime Security Act

I have the privilege of serving as Maritime Administrator in an Administration which recognizes that the nation's transportation system does not stop at water's edge. Our ports and harbors, tugs and barges, oceangoing ships and Great Lakes vessels, as well as the nation's shipyards and supplier industries all contribute to our economic well being and our strategic security.

From the outset of his tenure, Secretary Peña made securing the future of our nation's maritime industries a priority. He has maintained this vision -- and his determination -- through some difficult times, and we are grateful. We are grateful, too for President Clinton's determination to preserve jobs for American citizens, and his support of this vital industry.

We look forward to implementing the Maritime Security Program established by the bill being signed into law today. The new program will support an active, privately owned, U.S.-flag and U.S.-crewed merchant shipping fleet that will provide sustainment sealift capability in time of war or national emergency.

This legislation will deregulate outdated requirements attached to the previous maritime program, it will reduce the Government's cost by more than half, and it will help to bring about a more modern and competitive maritime fleet.

We are anxious to get on with the business of implementing this legislation. We now have in place a policy and a program to ensure that modern commercial vessels will continue to fly our flag, promote our commerce, employ skilled American seafarers, and answer the call to serve our country whenever needed.

To all who have worked so hard to make it possible, including especially bipartisan members of both Houses of Congress, goes our sincere appreciation.

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10/8/96

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, October 8, 1996

Contact: Kara Gerhardt
202-366-1621

MEDIA ADVISORY

Secretary of Transportation Federico Peña will speak at a ribbon-cutting ceremony with Rep. Vic Fazio, on Wednesday, October 9, at 9:30 a.m. to open the Yolo County Transit Authority's new maintenance and operations facility at 350 Industrial Way. The ceremony also celebrates the arrival of six newly purchased Compressed Natural Gas buses.

WHO: **Secretary Federico Peña**

WHAT: **Dedication of the YCTA Facility**

WHEN: **Wednesday, October 9, at 9:30 a.m.**

WHERE: **350 Industrial Way, Woodland, CA**

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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 OF NEW AIR TRAFFIC CONTROL TOWER
OCTOBER 10, 1996
CHICAGO, ILLINOIS

Take it from someone who has a little experience with building airports -- this control tower is terrific!

I have been here many times. I have watched it rise. And it is even better than I imagined.

The architects, the contractors, all the construction workers, the transition team, our managers and union leadership, every controller and technician who assisted -- you did a great job in building Chicago's newest landmark.

There are 475 control towers in the U.S. -- and this is the largest. It is also the tallest in the region.

But I hope when Chicagoans look up at the tower, I hope you see more than size. I hope you see the tower as a symbol -- a symbol of how tall the future of aviation stands.

We live in a country that makes two-thirds of all airplanes in the world, that carries 40 percent of all passengers in the world, and that now flies 550 million people a year.

Just in the last four years, since I have been Transportation Secretary, we have added 70 million passengers. In a decade, 800 million passengers will fly -- and the President is committed to flying the American people safely and efficiently.

Since we have been in office, we've commissioned 26 new control towers across the country, from Allentown to Los Angeles, and now Chicago.

- more -

We are cutting in half the time it takes to bring new equipment online. We are adding controllers. We are hiring people faster -- and paying them appropriately.

Some of you have seen me visit Chicago over the past 3 1/2 years, dedicating new technology and opening new facilities.

The list is very long.

First, I was with Mayor Daley, in May 1993, to open his international terminal, that he is so very proud of, and that has brought the world to Chicago.

Second, for the air controllers in Aurora who guide planes throughout the Midwest, we brought in high-tech display computers. These computers replace 1960s equipment -- equipment that had been causing power outages. Aurora was the first site in the entire country to obtain replacement equipment. We're testing it now, and the tests are going so well that by the end of the year we will reach operational readiness -- 10 months ahead of schedule.

Third, today, in Elgin, I am dedicating the new TRACON, for the controllers who guide the planes around the skies of Chicago. It is a vast improvement over the cramped and crowded old facility at the base of the old tower. For travellers, the bottom line is: it will reduce delays and add to the level of safety.

Fourth, we have been constructing a new tower at Midway.

And, finally, there is this new tower. Controllers now have a clear, unobstructed view of all seven runways, so they can guide planes better and more safely.

Inside is state-of-the-art equipment. We installed a radar scope that is easier to read, we put in terminal doppler weather radar, so that controllers now have precise weather reports, we brought in a new telecommunications system that improves the clarity with which controllers can talk to pilots, and we put in a computer system that gives controllers access to thousands of pieces of information that used to be in lose leaf notebooks.

And that's just my short list of investments. When you tally it up, the investments that President Clinton has made to modernize aviation in the Chicago area total $235 million!

But let me be honest. The best part of this new tower is the part that is not new. It is all of you -- all of the veteran employees, who work here. Every day, you help 2,700 planes take off and land -- safely.

What impresses me most is that you brought on line these two magnificent facilities under budget, and on schedule while safely handling traffic at the world's busiest airport. I thank you for that.

This is the new reformed FAA that we have shaped together. With new rules, with new partnerships, with more cooperation -- we are serving the American people better.

And, last week, we took another major step forward -- this time in aviation security. Congress quickly approved President Clinton's and Vice President Gore's request for $200 million in additional funds to improve the security of our airports and airlines.

Now, we will be able to install new bomb detection equipment in major airports, we will be able to train more bomb-sniffing dog teams, we can recruit more security personnel, and we can accelerate research and development activities.

In addition, we will now be able to conduct criminal background checks on airport personnel, baggage will be checked more thoroughly, and passenger profiling will be instituted.

These actions will make our system more secure, just as this tower we commission today will make our system safer.

Let me end on this. Whether you're a controller looking out the window 26 stories up, or you're here on the ground, the view is clear either way: the skies of America will be ready for the 21st century.

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
TRACON DEDICATION CEREMONY
OCTOBER 10, 1996
ELGIN, ILLINOIS

Originally, they scheduled me to be at the tower dedication today, and then fly back to Washington. And I said there is no way on earth that I am visiting Chicago, without also visiting Elgin and dedicating the TRACON. I wouldn't miss this for the world -- I am very, very pleased to be here.

I want to say to the architects, to the contractors, to all the construction workers, to the transition team, to our managers and union leadership, to every controller and technician who assisted, and to all of their spouses and family members who I suspect had a few ideas of their own on how to build this -- you did a great job.

You built your own home, exactly how you wanted it, and it probably is better than even you imagined. Please join me in giving them all a round of applause.

There is one other person, who wanted to be here, but for health reasons can't be -- your former regional Administrator, and champion of this project, Ed Phillips. Ed, we all thank you, and wish you the best.

We live in a country that makes two-thirds of all airplanes in the world, that carries 40 percent of all passengers in the world, that has always had the premier aviation agency in the world, and now, in Elgin, we have the facility and technology to match it all.

We will need it. Just in the last four years, since I have been Transportation Secretary, 70 million more passengers are flying. In a decade, 800 million passengers will fly.

And President Clinton has committed to the American people that we will fly our people safely and efficiently.

- more -

We have cut in half the time it now takes to bring new equipment online. We have added controllers. We are hiring people faster -- and paying them appropriately.

Some of you have seen me visit Chicago over the past 3 1/2 years, dedicating new equipment and opening facilities.

The list is very long.

First, I was with Mayor Daley, in May 1993, to open his international terminal that has brought the world to Chicago.

Second for the air controllers in Aurora who guide planes throughout the Midwest, we brought in high-tech display computers. These computers replace 1960s equipment -- equipment that had been causing power outages. Aurora was the first site in the entire country to obtain replacement equipment. We're testing it now, and the tests are going so well that by the end of the year we will reach operational readiness -- 10 months ahead of schedule.

Third, this morning, I dedicated the tower at Chicago O'Hare -- which gives controllers a clear view of the airport. And the tower has state-of-the-art technology -- the best there is.

Fourth, we've begun constructing a new tower at Midway.

And, finally, there is the TRACON. What a beautiful, roomy facility -- it's a vast improvement over the cramped and crowded base of the old tower.

I understand some of you refer to it as your space ship. We have brought space-age technology down to earth. New radar displays, new computers, with triple redundancies -- for an extra margin of safety.

The displays, and the communication equipment, are all digital -- so they are clearer and more reliable. For the American people the bottom line is: the TRACON will reduce delays and add to the level of safety.

When you tally it up, the investments that President Clinton has made to modernize aviation in the Chicago area total $235 million! And, ladies and gentlemen, $90 million of that amount is right here at the Elgin TRACON.

But, let me be honest. The best part of this new TRACON is the part that is not new. It is all of you -- all of the veteran employees, who work here.

What impresses me most is that, you are bringing on line this magnificent facility under budget, and on schedule while safely handling traffic. I thank you for that. This is the new reformed FAA that we have shaped together. With new rules, with new partnerships, with more cooperation -- we are serving the American people better.

When you think about it, millions of people who fly in and out of Chicago will probably never see this facility. They've probably never heard of a TRACON. But they experience the results of what you do every hour, every day, every week, every month -- you make our skies the safest and most efficient in the world. And it is for the American people that the President and I are committed to keeping our aviation system the world leader.

And we're not done yet. Last week, we took another major step forward -- this time in aviation security. Congress quickly approved President Clinton's and Vice President Gore's request for $200 million in additional funds to improve the security of our airports and airlines.

Now, we will be able to install new bomb detection equipment in major airports, we will be able to train more bomb-sniffing dog teams, we can recruit more security personnel, and we can accelerate research and development activities.

In addition, we will now be able to conduct criminal background checks on airport personnel, baggage will be checked more thoroughly, and passenger profiling will be instituted.

These actions will make our aviation system more secure, just as this TRACON we commission today will make our system safer.

Let me end on this. Whether you're here in Elgin guiding planes in and out of Chicago, whether you're a controller looking out the window 26 stories up at the new O'Hare Tower, or whether you're one of the millions of people who travel every week, the view is clear: the skies of America will be ready for the 21st century.

Thank you, very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
HUDSON-BERGEN FULL FUNDING GRANT AGREEMENT
ANNOUNCEMENT
OCTOBER 15, 1996
BAYONNE, NEW JERSEY

Thank you, Mayor Kiczek (key-check) and Sen. Lautenberg for your leadership in transportation, and in particular for this unique transit investment. New Jersey has the most able congressional delegation, with my friends, Cong. Menendez, Toricelli, and Payne. No delegation fights harder for their state.

In fact, I brought a big contract to show for their work, but a 12-year-old grabbed it out of my glove!

Let me also recognize New Jersey Transit Commissioner Frank Wilson ... Hudson County Executive Robert Janiszewski (Jan-e-chevsky) ... and Federal Transit Administration Deputy Administrator, and a new mother of a 3-month old, Janette Sadik-Kahn.

I've been here several times to learn about this dream, your vision for New Jersey. I remember one of my first meetings in 1993, when I understood the great need for the Hudson Bergen Light Rail, and the creative planning that went into it. And last time I visited, I walked the streets, and I talked to store owners, and students, and shoppers — and they all delivered the same message: give us more transit.

So it is quite appropriate that I came back to New Jersey, back to the transit capital of the world, to celebrate the Transportation Department's 30th anniversary. What a birthday present I brought — a contract for one of the most needed transit projects, one that will provide opportunity, improve air quality and life, and create jobs for the 21st century.

Seven months ago, I was at the White House when we announced that the President would ask Congress to fund this. In the last four years, the President has committed funds for 17 transit projects across our country, totaling $10 billion. America has not witnessed this much transit construction since New Jersey's own Woodrow Wilson was in the White House.

What's really remarkable, is that all of these investments have been made while the budget deficit has been cut four years in a row. The last time that happened was when John Tyler was President.

There's an old Washington adage. The President proposes; Congress disposes. On this project, however, your New Jersey delegation made sure everyone agreed.

So, today's agreement provides $604 million towards the $1 billion total costs of building a system from Hoboken to Bayonne. And I brought our first

installment -- a check for $9.9 million. Congratulations to all of you for your hard work and determination!

I measure the value of a transportation project by asking how will it improve the quality of life in a community?

That is easy to answer here. .

First, 25,000 people a day are expected to ride the Hudson Bergen light rail system -- and it will cut their commute times If you live in southwestern Jersey City and work at the World Trade Center, your commute will be reduced from 40 minutes to 30 minutes. If you can save 10 minutes per ride ... tally it up, and it comes to one hour and 40 minutes a week. If I were a New Jersey resident I would like to spend an extra hour and forty minutes at home with my family -- instead of being in traffic.

Second, you will see less congestion on our highways. Almost 45 percent of the riders are expected to be people who previously drove. Congestion costs our business $40 billion a year. So, any time you can reduce congestion, it will make us all more productive and our economy more globally competitive — and that is good news.

Third, New Jerseyeans will have the opportunity to move north and south through New Jersey for the first

time. It is easy to head east into New York, and some of the new stations will be at convenient transfer points for those headed into the city. But more important, we now recognize the growth of New Jersey and how its own communities have developed and need to be linked.

Within a quarter of a mile of the stations on these new tracks are 35 schools, 82 churches, 9 medical facilities, 16 parks, and 10 shopping areas — all in New Jersey.

These are the tracks that will help President Clinton make New Jersey schools more accessible ... provide greater access to health care ... and provide an opportunity for those who leave welfare to get to work. These are the tracks that will support his goals for the 21st century.

The benefits of transit investments are real and cost effective. The $15 billion invested in transit each year, by state, local and federal agencies, yields over $58 billion in benefits, like greater mobility and less congestion. That's a 300% return on investments. I wish I did so well in my personal finances.

Here in the northern New Jersey/ New York area total transit funding — by federal, state, and local agencies is $4.2 billion. But the return is $18.4 billion in benefits.

So, I am pleased to know that on the 30th anniversary of the Transportation Department, we continue to make the investments that will keep our communities strong and prosperous.

Let me end, by reading a proclamation.

Now, let me turn it back to Senator Lautenberg

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8.20

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
THE PRESIDENT'S COUNCIL ON SUSTAINABLE DEVELOPMENT
OCTOBER 16, 1996
WASHINGTON, D.C.

Thank you, Jonathan (Lash, World Resources Institute) and David (Buzzelli, Dow Chemical) ... and good afternoon to all of my colleagues on the Council.

I want to personally tell you how committed my Department is to the goals of sustainable development. I hope we work together to create ideas on how transportation can be a catalyst for improving the liveability of communities.

President Clinton has been successful at growing the economy and creating jobs -- in fact, 500,000 of the 10 1/2 million are in transportation services ... the President has invested on average 22 percent more in infrastructure per year, than the prior Administration ... our major airlines and automakers are healthy ... we have signed 39 aviation agreements opening up global markets.

When I negotiate agreements, it is not just for the airlines ... it is for the local communities. Our challenge is

to assure that the families and communities we care about benefit from the growth.

STORY: Canada ($4b; 2 m passengers; cities wanted)

#

Now, I want to talk about ISTEA. Thank you for your recommendations. I fully endorse them. Next year, we will have our hands full with re-authorization, so it is important everyone understands the benefits of ISTEA.

Its flexible funding has allowed state and local officials to meet unique needs of their communities. Under President Clinton, we are building highways two and three years faster, on average, because of innovative financing. And $3 billion have been flexed from highway programs to transit.

STORY: LA Highway Man -- Said Need Transit

This flexibility is not a choice between highways or transit or rail or aviation. It's a choice for the system that makes the most sense for that city and that region.

ISTEA has strengthened partnerships. The traditional federal-state partnership now includes local governments, MPOs, and the private sector. That is good for those communities, and it's good for our country.

When I was a mayor, I would see fighting between the suburbs and Denver. What we were failing to recognize was that whatever tensions and competition that exists paled in comparison to the real competition that Denver had with Tokyo, London, Hong Kong, and other global centers.

ISTEA also has improved the planning process. We see economic, environmental, and social issues -- all factored in before a project is built -- something that did not always happen pre-ISTEA.

These principles -- flexible funding, providing more power to the communities, and improving the planning process -- all need to be preserved in the re-authorization.

So, let me end by challenging you to help us in the ISTEA re-authorization. We can't go back to the old ways, and there are some who want to. The President wants to build a bridge to the next century.

So, help us preserve the principles that you know are important and we know are important.

Thank you.

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8.21

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
U.S.-INDIA COMMERCIAL ALLIANCE
SECOND ANNUAL MEETING
OCTOBER 16, 1996
WASHINGTON, D.C.

I'm honored to be here. And I want to thank Dr. D.K. Sharma, the Administrator for the Research and Special Programs Administration at the U.S. Transportation Department, for coming today. He is one of my ablest administrators, and as a son of India, deeply concerned about improving relations between our two nations.

I noticed over the weekend that U.S.-India commercial relations took a major step forward: McDonalds opened its first restaurant in Delhi. And if the fondness my two daughters have for McDonalds is any measure, it's the start of a beautiful relationship!

Ron Brown would be pleased to see all of you gathered here. I thank you for carrying on his work. Ron Brown was my friend and colleague. And what I remember most about him was his compassion for the human condition. He believed very strongly that nations grow closer, and their people benefit mutually, when they follow a strategy of commercial engagement, which is what the U.S.-India Commercial Alliance is all about.

President Clinton's highest priority is creating jobs and economic opportunity. And there's no better way than expanding trade through this kind of public/private partnership. In America, many of our highest-paying jobs are in the export sector, and several million of the 10.5 million jobs created in the last four years are the result of rising exports.

You have formed a lasting partnership that brings business people and government officials together to share information, to cultivate new relationships, to find ways to reduce trade barriers.

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So today, I want to discuss three issues: the U.S.-India economic relationship, India's new emphasis on infrastructure investment, and finally, financing those investments.

I. U.S.- INDIA ECONOMIC RELATIONSHIP

The United States and India are natural commercial partners.

India is one of the big emerging markets identified by the Commerce Department. This means it will account for an enormous share of world growth in the decades ahead, and will be a major buyer of American exports.

Last year, the Indian economy grew by 7 percent, the strongest pace in a decade. And growth this year is expected to top 6 percent.

The U.S. is already India's largest trading partner and American firms are the single largest source of foreign investment.

Closer economic relations support closer political, strategic and cultural ties between our two countries. And President Clinton is moving quickly to shape our relations into a warm and lasting friendship. The First Lady's visit to India last year and recent visits by several of my colleagues in the Cabinet reflect the broadening relationship.

We expect these trends to continue under the leadership of India's new government headed by Prime Minister Gowda. His government has indicated economic reform will continue, including India's commitment to lowering trade barriers and to attracting foreign investment.

II. NEW FOCUS ON INFRASTRUCTURE

But of special interest is the government's new strategy that makes infrastructure investment the top priority. Specifically, India wants to improve its ports, roads, railways, telecommunications, and energy production. And the government estimates it will need to invest as much as $200 billion over the next five years. A recent study by the ***Center for Monitoring the Indian Economy*** identified over 1,100 infrastructure projects planned or in the process of being implemented.

Now I don't find India's strategy very surprising, since as a Transportation Secretary infrastructure is a top priority. In fact, I say welcome to the club!

because President Clinton has made infrastructure one of America's top priorities by investing 22 percent more than the prior administration.

In the Pacific Rim, which I visited last year, the emerging economies there plan to invest a trillion dollars in infrastructure over the next decade -- half of it in transportation.

Competitive nations all over the world know safe and efficient transportation is the backbone of their economies and the bridge to long-term growth. What good is growth if people can't get to work? And companies can't truck their products to market. What good is growth if ports can't efficiently ship products overseas, or import needed supplies? and global investors can't easily fly to India.

In aviation, the U.S. and India have been successful in liberalizing our relationship.

Let me put this in context. As many of you know, breathtaking change in the way airlines are doing business is sweeping the world. As the world economy becomes more international and global, consumers are demanding more efficient, international air service.

In response, airlines are reorganizing their services. New airlines are forming. Direct services are expanding. And airlines are forming strategic alliances.

The key to the successful evolution of aviation is a willingness by governments to create an environment that allows companies to respond to these new demands.

The U.S. has made a major effort to end bilateral aviation regimes laden with restrictions. In the last four years, we've signed 39 aviation agreements with our major trading partners. We opened 40 percent of Europe to competition. And a recent agreement with Canada has generated $4 billion in economic activity in less than two years.

And last winter, the U.S. and India successfully negotiated an update in our 50-year-old bilateral aviation agreement. We haven't finished our work, but we made an admirable start.

The story behind these talks is interesting and clearly a sign of strengthening relations. A year ago our negotiators were locked in combat in a dispute over new restrictions on market access. Both sides listened carefully to one another. Both

sides wanted an amicable agreement. And instead of agreeing on new restrictions, we agreed to expand air services between our two nations.

Air India won the right to serve 12 American cities, instead of three under the old agreement. U.S. airlines, which had access to India's three international airports, now have the right to serve six more, when Indian airports expand to include international flights.

United is now allowed to add around-the-world service linking New York-New Delhi-Los Angeles, in both directions. And Northwest Airlines intends to start operations next spring from New York to Bombay and Delhi. And in the fast-growing air cargo market, Polar will begin service this fall, and Federal Express sometime next year.

During the past few years, the U.S.-India market has grown rapidly. Last year, the market grew by 28 percent over the prior year, to some 290,000 passengers. With all the new markets now open to U.S. airlines, and to Air India, we expect these fast-paced growth rates to continue.

And we're hoping India will work as productively with us to maximize the safety and security of all those who fly between our nations. This can only enhance our economic relationship.

Aviation is a good start. But I believe that America has much more to offer India, in capital, technology, and know-how.

Like many of our other industries, American transportation companies are world-class leaders. Our aerospace companies are the best in the world and have been successful partners in India. They are competing with Airbus Industrie to supply Air India with 12 long-range aircraft. And General Electric and Pratt & Whitney are competing with Ross Royce to supply engines for Air India's new fleet.

Our locomotive manufacturers are helping India modernize vital railroads. A number of U.S. firms are actively involved in various aspects of tollroad development. And U.S. automakers are in the process of setting up joint ventures with Indian firms.

Several of our rail transit companies are part of a new consortium hired to build a 90-kilometer light rail system in Bangalore.

So there are many opportunities for American and Indian business people. And we in government will follow your lead and help where and when we can.

Many federal agencies have worked with you in recent years, the State Department, the Export-Import Bank, the Trade Development Agency, and others.

In addition to our work in aviation at the Transportation Department, we've begun to look at other ways to support business activity in India. For example, our Federal Highway Administration has sent delegations to India to offer technical advice on private financing and road surface technology.

I met recently with India's U.S. ambassador, Naresh Chandra, and we discussed our mutual interest in signing an agreement to formalize cooperative efforts in transportation science and technology. Such an agreement would create an opportunity for both governments, universities, and private sector firms to explore beneficial information and technical exchanges.

These agreements are another way of opening markets for our private sector, because they feature American technology. So I look forward to pursuing such a program with our friends in India.

III. FINANCING

Adequate financing is the third and final area I want to touch on. India, like many nations, is discovering that government resources alone can't build all the infrastructure a growing nation needs. More and more, we're relying on the private sector to finance key projects.

In the United States, we've developed finance techniques that combine federal and private investment in innovative ways. The result is we are building highways two to three years faster. And in some cases, we're now able to move forward on projects that had been on the drawing board as long as 30 years.

India is also tapping private investment. India Railways uses build, own, lease, transfer arrangements for everything from acquiring train cars to electrifying train tracks. And similar arrangements are being used to modernize India's ports.

I'm pleased to say that a U.S. firm, Raytheon, along with its Indian partner recently won the right to design, build and run the new $212 million Bangalore International Airport. This airport is the first in India to rely on private financing. And it's fitting that it would be in the "Silicon Valley" of the subcontinent.

My point is that private direct investment is increasingly important. India will need a lot more investment, especially from overseas, to achieve its new infrastructure investment strategy. And the new government has indicated a willingness to attract these capital flows. In fact, more than a third of the investment is expected to come from the private sector over the next five years

Let me end on this. As all of you know, our two nations have a great deal in common, even if we are half a world away. India is the world's largest democracy. And America is the world's oldest democracy. Both our nations fought revolutions to win independence. And both are multicultural societies, which struggle at times with the tensions that diversity can bring, but are made stronger by the richness of diversity.

By working together, we will create prosperity and opportunity for the people of India and the United States. And we will prepare our nations for the challenges of the 21st century by building bridges based on mutually beneficial relationships.

As Jawaharlal Nehru said on the eve of India's independence:" it is the future that beckons us now."

Thank you.

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8.17

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
INTERNATIONAL ASSOCIATION OF MACHINISTS
AND AEROSPACE WORKERS ANNUAL CONVENTION
OCTOBER 17, 1996
ST. LOUIS, MISSOURI

Let me say happy 50th birthday. I used to think that being fifty was old. But that doesn't look so old to me any more, since, as much as I hate to admit it, next year I turn 50!

I understand most of you are from TWA, is that correct? Raise your hand if you're with TWA.

Who's here from Continental? Southwest? And representing our friends across the Atlantic, British Airways? Have I missed anyone?

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

And I want to thank you, the American worker, for what you've done to help turn this economy around over the past few years. It couldn't have been achieved without you.

So today, I want to talk about three of the greatest challenges we face in aviation: keeping this economy growing, keeping America safe, and making government work better.

Let me start with the economic challenge.

Nearly four years ago, many in the airline industry, including many of you here today, were not thinking about growing. TWA and Continental were in bankruptcy. You were focused mostly on surviving.

- more -

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

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

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

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

Ten and a half million new jobs have been created. The deficit is almost 60 percent smaller. The minimum wage is up. Home ownership is up. Consumer confidence is up. Family incomes are up over $1,600 a year. And the combined rates of unemployment, inflation and interest rates are the lowest in 28 years.

A healthy economy is crucial to your industry because employed people fly. Unemployed ones do not.

In fact, in the last four years, 70 million more people are flying a year. And in a decade, 800 million people will be flying, 45 percent more than today.

The airline industry has taken advantage of the strong economy. Last year, the industry made $2 billion in profits, and profits this year are expected to be even higher, a record $3 billion.

In 1993, a lot of people were ready to write off TWA. They were wrong. You're back. You're stronger. You have great new owners. You've hired 2,000 people this year, and every mechanic who had been furloughed is back on the job. At Continental, you have 1,100 new workers, and at Southwest, 2,700.

So I'm pleased we were able to participate in some way in this stunning turnaround.

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

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

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

My responsibility is to negotiate with other countries to enable you to add flights. In the past four years, we have negotiated 39 market-opening agreements. As a result, 40 percent of Europe's aviation market is now open to competition. And we have new agreements with many of our major trading partners.

Because of the new agreement with Canada, our biggest trading partner, 2 million more people are flying between the U.S. and Canada, and $4 billion has been pumped into our economies. Cities like St. Louis benefit directly. I was here in April with Congressman Gephardt when TWA began new service to Toronto. 116,000 passengers flying to and from St. Louis and Toronto, that's what the Canadian agreement means to St. Louis.

Missouri exports more than $2 billion in goods to Canada, and that will only grow. Think how helpful new routes are to, for example, McDonnell Douglas, Monsanto, Ralston Purina, and Anheuser Busch here in St. Louis.

But we're not resting on our laurels. Just last week, we announced a new effort to open skies over Asia, which is the fastest growing region in the world.

In Tokyo, we have told the government of our desire to begin broad-scale negotiations aimed at major expansion of the U.S.-Japan market. While we recently expanded the air cargo market, Japan, after all, is our largest aviation partner in terms of revenues, and it's time we moved to a broader, more liberal agreement that includes passenger service.

I've also initiated a new effort to negotiate open skies agreements with other Asian economies including New Zealand, Malaysia, Korea, Singapore, and Taiwan.

- more -

These are among the fastest growing markets in Asia and more liberal air agreements would benefit the American economy enormously, and help make our U.S. airlines healthier.

Another top priority is Great Britain. The current agreement is the most restrictive we have with a major trading partner. Despite our best efforts, the British have not indicated a genuine interest in liberalizing this relationship, which is long overdue.

Last year, many of you recall, the U.K. tried to dictate to us precisely which U.S. airlines it was ready to let into Heathrow Airport and which it didn't want allowed in. We rejected to deal on that basis. And today, we're continuing to push for greater market access, an open skies agreement that allows all U.S. carriers to fly to and beyond Heathrow.

Let me be clear, we are committed to achieving a pro-competitive aviation deal with Great Britain that benefits American consumers, workers, and airlines.

Now, let me discuss our second challenge, and that is making America safer, where people aren't afraid to walk the streets. Where people aren't afraid to take trains. Or drive on highways. Or to fly on airplanes.

We have the safest aviation system in the world, we shouldn't forget that. Aviation accidents today are half what they were a decade ago.

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

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

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

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

But we can't stop there. The FAA recently completed a 90-day top-to-bottom safety review to assess "lessons learned" from FAA's oversight experience with ValuJet. You've probably heard about the report, labor was a partner in the review represented by the Professional Airways System Specialists.

It includes over 30 recommendations. But the bottom line is we need stepped up supervision of new airlines, and we need more safety inspectors to get the job done.

Specifically, this means new airlines need to have adequate resources and infrastructure to support stable and safe operations. They also must be prepared to support the demands of growth.

And regarding out sourcing, which many airlines do to trim costs, we need to carefully scrutinize how new airlines handle this segment of their business. We're looking carefully to ensure that contract maintenance by our airlines meets the highest levels of safety.

Our policy is one level of safety for all airlines. And that applies to large and small, new and old.

We look forward to working with IAM labor in finding ways to enhance safety through better maintenance when the FAA holds its annual International Maintenance Symposium this February in Washington. You have been involved with these sessions since they started several years ago, and I thank you for your continuing cooperation.

Now our last challenge: running a more efficient government. President Clinton is proud that our government today is more efficient and productive than it was four years ago. But smaller, does not mean weaker. When this administration sees a new challenge, we tackle it.

And that's why we've tackled aviation security. While we still don't know the cause of the tragic crash of TWA Flight 800, we do know that security at our airports and airlines needs strengthening. Many good people lost their lives, including many TWA employees, when that plane went down. But the President and I hope that something positive may come from it, as we strive to make American aviation more secure.

That's why the President appointed the Gore Commission, on which I serve, and that's why he recently signed into law a $200 million appropriation to implement a comprehensive aviation security and counter-terrorism plan based on recommendations made by the Gore Commission.

The plan includes installing new bomb detection equipment in major airports, accelerating research and development efforts, recruiting more security personnel and training more bomb-sniffing dog teams.

But we can't strengthen security alone. We're going to need your help. We need full partnership at all levels of government and industry, especially those of you who work every day in the front lines.

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

I never knew a time when this industry hasn't risen to its challenges. There are incredible possibilities before us as we build our 21st Century Bridge. And I look forward to working, as partners, to achieve this goal.

Thank you.

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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
ANNOUNCEMENT OF FULL FUNDING GRANT
AGREEMENT FOR METROLINK EXTENSION
OCTOBER 17, 1996
BELLEVILLE, ILLINOIS

The reason we're here today is because we have seen unprecedented cooperation between Illinois and Missouri.

As a former mayor, I can tell you that cities and suburbs often compete. But, in this case, cities, and suburbs, and states -- came together as partners to link the region together. You're a model for the rest of the country, particularly in an era of limited resources, and I thank you for that.

Well, the first order of business is: how 'bout them Cards!

I have two announcements to make -- and I am going to start with the smaller one. Let me put this in context. I don't know how this happened, but last April when the Blues were in the playoffs, I was in town. Everyone here, of course, told me how you needed more light rail cars for the big crowds at Blues games. So, I announced that you would receive six cars.

Now, that the Cardinals are in the playoffs, I am back. I know, you need even more cars for Cardinals games. So, today, I am pleased to announce that we are providing an additional $10 million to buy four more light rail cars for MetroLink.

This will bring the total cars to 41 by 1998. Of course, this will help not only for specials events and games, but for the daily ridership.

I'm sorry the Rams aren't doing well this year, but it's better for me: I couldn't afford another playoff.

- more -

Now, the second announcement, the major announcement, is that I am here to sign an agreement to provide federal dollars to extend MetroLink 17 miles through the cities of East St. Louis, Washington Park, Fairview Heights, here in Belleville, and Swansea. And I brought our first installment -- a check for $39,707,693. In total, between federal money, and the money you provide at the local level, we will invest about $339 million in this project.

I want to put this in context.

Seven months ago, Congressman Costello, Congressman Durbin and I were at the White House when we announced that the President would ask Congress for the funds to expand MetroLink. Never had such an announcement been made at the White House.

In the last four years, the President has committed funds for 17 light rail transit projects across our country, totalling $10 billion. America has not witnessed this much transit construction in decades. And what's really remarkable, is that all of these investments have been made while the budget deficit has been cut in half.

I always measure the value of a transportation project, particularly a large one like this, by asking how will it improve the quality of life in a community?

That is easy to answer here.

First, 48,000 people a day now ride MetroLink, more than double your initial ridership projections. These are business people going downtown, commuters, visitors coming from the Airport, and shoppers. And when the extension is complete, you expect another 15,000 riders a day.

Second, it will provide opportunities for people, who otherwise would have no means of transportation, to get to jobs and schools. In the last four years, 10 1/2 million more Americans have jobs, 400,000 more in Illinois, and they need transportation to work. Nationally, we have taken almost two million people off welfare and onto work, the President wants another million to be off welfare, and they need transportation to work.

The President wants to make college more affordable, and he wants to make two years of college, as universal as high school education is today.

For that to happen, students need to be able to get to Belleville Area College. Not every college student can afford to own a car. But they can afford a dollar for MetroLink.

I know many of your students are older, who attend night classes, after working all day. Ask yourself: you're tired, you had a bad day on the job, it's raining -- do you want to fight the traffic, or do you want to be on MetroLink studying for the nursing final?

Third, this light rail system will help improve the Illinois economy. When the extension is under construction, 2,000 construction jobs will be created. Once it is complete, I say you will see developers investing in projects around the stations that will provide jobs and opportunities for Illinois residents into the 21st century.

Let me end on this. I'll tell you how I know Illinois residents want MetroLink. The federal government and the citizens of Illinois are partners in this project. I am bringing a check today to pay for our part of the new system. But you voted for a sales tax to pay for your part. You have demonstrated your strong commitment to MetroLink, and it makes good sense for us to be your partner.

So, thank you, good luck, and I know when you opened MetroLink to the Airport, the President came for a ride, and I hope you invite him here, too, once you're up and running.

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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
Thursday, October 17, 1996

Contact: Lorie Dankers
202-366-5565

MEDIA ADVISORY

U.S. Secretary of Transportation Federico Peña will travel to Orlando Friday, October 18, 1996, to address the third annual World Congress on Intelligent Transportation Systems (ITS). He will announce an ITS pilot program that permits trucking companies to share information electronically, increasing efficiency and enhancing safety within the industry.

Also while in Orlando, Secretary Peña will speak at the Orlando Chamber of Commerce and the Hispanic Chamber of Commerce luncheon. He will discuss the Clinton Administration's accomplishments and investments in transportation.

PUBLIC SCHEDULE FOR U.S. SECRETARY OF TRANSPORTATION FEDERICO PEÑA FOR FRIDAY, OCTOBER 18

10:30 am — Address to the World Congress on ITS
Orange County Convention Center
9800 International Drive
Room A3

11:00 am — Media availability (following speech to World Congress on ITS)

11:30 am — Address to Orlando Chamber of Commerce and Hispanic Chamber of Commerce
Orlando Chamber of Commerce
75 South Ivanhoe Boulevard
Board Room, 3rd Floor

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, October 16, 1996

Contact: Lorie Dankers
202-366-5565

MEDIA ADVISORY

U.S. Secretary of Transportation Federico Peña will travel to the St. Louis, MO, and Belleville, IL, area on Thursday, October 17, 1996, to announce nearly $50 million in mass transit grants to the Metrolink light rail system.

The money will be used to begin construction on a 17-mile extension of Metrolink from East St. Louis to Belleville Area College and for the purchase of light rail cars. Secretary Peña will be joined at the announcement by Congressman Jerry Costello and other state and local officials.

WHO: U.S. Secretary of Transportation Federico Peña

WHAT: Transit Grant to Missouri and Illinois
Bi-State Development Agency
** *Secretary Peña will be available for interviews following the announcement*

WHEN: Thursday, October 17
11:15 am

WHERE: Belleville Area College
Belleville, IL

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, October 11, 1996

Contact: Wendy Burt
202-366-5565

MEDIA ADVISORY

Secretary of Transportation Federico Peña will sign a full funding grant agreement with New Jersey Transit for $604 million on Tuesday, October 15, at 10:00 a.m. in a ceremony with Sen. Lautenberg, Rep. Torrecelli, Rep. Menendez, and Rep. Payne. The full funding grant agreement is a commitment from the DOT to fund the first segment of the Hudson-Bergen light rail transit project. The event will be at 32nd Street and Route 169, at Military Ocean Terminal.

WHO: **Transportation Secretary Peña**

WHAT: **Full Funding Grant Agreement Signing Ceremony**

WHEN: **Tuesday, October 15, 1996, at 10:00 a.m.**

WHERE: **Military Ocean Terminal, 32nd St. and Rt. 169, Bayonne, NJ**

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8:15

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
ORLANDO CHAMBER OF COMMERCE
OCTOBER 18, 1996
ORLANDO, FLORIDA

(acknowledgments TK advance)

- Glad to be here. Not a long speech. Let me make a few remarks and then take some questions.

- This morning, spoke at the international ITS meeting.

  -- Smart highways & new technology

  -- Nat'l goal: reduce commute time by 15%

- Personal attachment to Orlando ... your most famous resident helped launch my career in politics.

  -- Mickey Mouse story

- We have a more imporant election in two weeks.

  -- Are you better off than you were four years ago?

I. THE ECONOMY.

- Cut deficit by 60%

- Cut size of government by some 240,000 (DOT 11,000)

- Inflation and unemployment lowest since 1968

  -- U.S. jobless rate was 7.3%, now 5.2%

- Record: home ownership, exports, small businesses

- Minimum wage up; average family income up $1,600 a year.

- So, in 4 years -- 10 1/2 mln new jobs, 700,000 in Florida.

II. CRIME.

- 100,000 more police officers (2,300 in Florida)
- Banned assault weapons; Brady (60,000)
- Result: serious crime down four years in a row; murder rate is at a 10-year low.

III. EDUCATION

- Headstart -- 800,000 youngsters
- Goals 2000 -- standards of excellence
- By 2000, every school hooked up to the Internet:
- Higher education -- Americorps ... tax credits & deductions in the future

IV. BUSINESSES

- tax credit for capital investments
- 100 Enterprise and Empowerment Zones (13 years in gridlock)
- made it easier for small businesses to offer workers pension plans
- Small Business Administration has doubled the loan volume over the last three years while cutting its budget by nearly a third.
- 200 trade agreements ... exports up 35%

  aviation: 39 aviation agreements

  -- Canada: $4 bln ... 2 million passengers

-- Orlando: Can now fly nonstop to Montreal and Toronto ... and four more new destinations overseas: Grand Cayman, Manchester (U.K.), Glasgow, and San Jose.

IV. TRANSPORTATION

- upsized investments: 22% more a year
- downsized staff: 11,000
- innovative financing (2-3 years sooner)
  - -- Gov. Chiles a leader
  - -- Florida ($200 mln -- widening I-75 by Georgia border so tourists visiting Orlando can get here quicker)
- transit: 17 light rail ($10 bln)
  - -- Orlando: Congress included $2 mln in DOT appropriations to study feasibility of a light rail system for Orlando.
- technology: high speed rail (Orlando), GPS, Stealth Bus
- airport security

V. SUPPORTING FAMILIES

- Family Leave Act (12mln)
- Welfare (almost 2 mln off; 1 mln more)

VII. CONCLUSION

- President is a leader of leaders, with the courage to take on the tough issues ... to be engaged in the world:
- Help us prepare our children to continue our gallup into the 21st century.

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8.10

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
ITS WORLD CONGRESS
OCTOBER 18, 1996
ORLANDO, FLORIDA

On behalf of President Clinton, I thank all of our visitors from around the world for joining us in Orlando.

In the last four years, I have visited 22 countries as Transportation Secretary. What always strikes me, be it in Europe, Asia, or Latin America, is that no matter how many miles and oceans separate us, we are all confronted with the same problems on our cities' streets: traffic jams, crowded highways, long commutes, and too many car crashes.

It was 30 years ago, this week, that the United States created a Transportation Department to solve these very problems. Among the many duties Congress assigned us, one stood out: to bring technology to the mammoth task of improving our transportation system.

We have made progress. But because of our ever increasing mobility, today, our challenges are even greater. Americans lose 2 billion hours a year to gridlock. Congestion costs our economy $48 billion a year, and it is becoming a drain on our growth and productivity. We have six-and-a-half million car crashes every year. And in a decade, we will see a 50 percent increase in traffic.

I believe very strongly that the more we learn from each other, the faster we can use technology to solve our challenges. So, I thank you for sharing with our nation, your nations' experiences.

In the last four years, President Clinton has increased our commitment to support research and development -- at every level. The reason is simple. Government investment in technology is responsible for the computer, the jet

- more -

aircraft, the Internet. These investments produce jobs, they produce growth, they produce opportunity.

At the Transportation Department, I increased research and technology funding -- for next year -- by 8 percent.

We're bringing high-speed rail to our country for the first time. We're investing millions of dollars to create bomb-detection devices that will improve airport security. We're helping our shipyards modernize their equipment to be world competitors.

Last week at Northrop-Grumman, I unveiled a prototype bus, reflecting the biggest change in bus technology in decades. It is made of material whose origins were the Stealth bomber. I jokingly call it the Stealth bus, but you'll be able to see it when it passes. What you'll see is a bus weighing a third less and saving thousands of dollars in fuel costs.

Perhaps the most significant advancement has been my goal to make GPS available to the world's civilian community. This year, while maintaining our national security interests, we began broadcasting more refined GPS signals, allowing anyone with receivers to navigate more precisely. That will forever change the way the world travels.

And the technology that has been one of my personal favorites is intelligent transportation systems.

I believe that without strong national leadership to create an ITS vision, that without leadership to set the standards, that without leadership to demonstrate the benefits, and that without leadership to build private/public partnerships -- the promise of ITS will never be realized.

So, we at the Transportation Department, have taken the lead.

Last January, I set a national ITS goal: within a decade, we will reduce the time Americans spend commuting by 15 percent. I called the goal Operation TimeSaver, because a 15 percent reduction for a one hour commute a day is a one week vacation every year.

I also set specific targets.

First, I committed our country to installing in 75 of our largest metropolitan areas a complete Intelligent Transportation Infrastructure. I was specific on what technologies would make up this infrastructure.

Second, I said we would use technology to help America's truck drivers move goods more efficiently and safely.

And, third, I said we would use technology to upgrade our rural areas.

There were some skeptics. But if we sent man to the moon, because we had a specific national goal, we can certainly achieve a goal of building a 21st century transportation system.

Today, I want to report on our progress in these three areas. We are on the right track.

First, in our metropolitan areas, I am pleased to announce that every technology I named as necessary is appearing in our 75 metropolitan areas.

Almost 20 percent of our cities have electronic monitoring devices on their freeways, so that they can monitor roads for accidents or stalled cars. This does not mean every city has every mile covered. In fact, there are many miles that do not need coverage. But one fifth of our cities have started the process of monitoring freeways.

About one quarter have automated vehicle locators on their buses.

And the most prevalent of the technologies, now in more than 60 percent of our cities, are emergency vehicle preemption capabilities. An example is one I visited in Houston, where they are installing a system that permits emergency vehicles to control traffic lights.

We are proving the skeptics wrong. Public agencies are investing more than a billion dollars a year on ITS. This is tremendous progress.

But too many of these technologies are still not linked. They are their own islands. They don't talk to one another. If you bought a number of stand-alone personal computers -- without networking them, or without connecting to the Internet -- those computers could never be used to their fullest.

Neither can these transportation technologies, unless we link them. Unless we integrate them into a total system.

Last January, I announced we would select a few sites around the country, as showcase sites. More than 20 metropolitan areas applied, and next week I will announce four winners. Each will serve as an example for the rest of the country of what our 21st century highway can do.

The second report I want to make is our progress with America's trucks. Government regulators credential commercial vehicles. We inspect them. We tax their shipments. But we do not share the information gathered at the federal, state, or local level among ourselves.

You probably heard the story of truckers waiting an hour for a state inspection, passing the inspection, then crossing the border into the next state, only to wait another hour to undergo the same inspection.

I want to change that. We are building a system, where licenses, tax permits, inspections, and other information will be available electronically to all regulators.

It will be the Internet for trucking.

I am pleased to announce the awarding of $7 million, so that eight states can implement this. The states are California, Colorado, Connecticut, Kentucky, Michigan, Minnesota, Oregon, and Washington. We will be up and running in 1997.

Our challenge is to electronically share trucking information, not only among states -- but across borders to Canada and Mexico. I want technology to make our system safer and more efficient for everyone.

So, I am also announcing that my Department will extend our partnership with Treasury to use ITS technologies to speed up inspections at two additional Texas border crossings: Laredo and El Paso. I believe we are making solid progress to make trucking in the continent more efficient and safe.

Third, we're launching our rural initiative this year, with a $2 million investment in research and operational tests.

Rural America accounts for a small portion of our nation's population. But, do you realize, it encompasses 80 percent of our roads?

Our priorities for the coming year are to launch systems that will: put roadway weather information into people's homes; that will use automatic vehicle locators on snow plow equipment; and that will provide travellers with more road condition information, as we have done in Yosemite National Park.

And there is one other area I want to address today: safety. ITS has the potential to save lives.

Thirty years ago when the Department of Transportation was created, 50,000 people died a year on America's roads. Today, 30 years later, with double the number of vehicles, 42,000 people die.

We have made progress. Why? Because of the safety standards we have set. Because the automakers have built more crash worthy vehicles. And because 30 years ago, virtually no Americans wore seat belts. Today, 70 percent buckle up.

But 42,000 deaths a year is not acceptable. How do we reduce those deaths? How do we not only make our vehicles more crash worthy, but prevent crashes to begin with? That is what we must ask.

Today, 90 percent of crashes are caused by human error -- drivers tailgating, or speeding, or drinking and driving, or sleeping at the wheel, or simply not recognizing a hazardous situation until it is too late. These crashes cost our nation $150 billion a year.

I can tell you that if we use just three technologies to avoid crashes, if we could warn drivers that they're too close to cars, and brakes could be automatically applied, if we could warn drivers they're going too fast for a curve ahead, and if drivers could detect cars in blind spots when they're changing lanes, if we put in those three crash avoidance technologies, our initial analysis indicates that we could prevent 17 percent of all crashes.

We could prevent one million crashes -- every year.

But there were a lot of ifs in that sentence. We're still in the R&D stage. We're still working on the concepts. We're still figuring out if these devices really work.

Government can help foster the overall R&D effort. We already have a dozen cooperative programs on-going with private industry and research organizations.

And I am pleased to announce that, with the University of Michigan, we have initiated our first tests of intelligent cruise control systems. We've put in the hands of ordinary drivers, 10 Chrysler Concordes, specially equipped with sensors to determine speed and distances that would allow vehicles to maintain safer distances. One of these vehicles has been on display this week, and I hope you've had a chance to see it.

Government can invest in safety research. We can help set standards. But the real opportunity to move from the drawing board to the market rests with you.

Because of government-supported research, in the last four years, we are closer to finding a cure for breast cancer. Because of government-supported research, the life expectancy of patients infected with HIV and AIDS has more than doubled -- in four years.

My friends, the number one killer of children and young adults is car crashes, and in the next four years, I hope that you can find the answers to preventing these deaths, too.

No one in this room can see the future. But everyone in this room can see today's challenges. And everyone can hear ITS knocking ever louder at our door. The stakes are enormously high for our economic competitiveness, for our quality of life, for saving lives.

In the last four years, I have travelled across the United States to witness ITS -- from the rural parts of Florida, to bustling Atlanta, to growing Lexington, and to a re-energized Houston. I witnessed the improvements we are making. I can't help but be optimistic about our future.

One hundred years ago, when the automobile was invented, it forever changed the way future generations lived. As we look to the 21st century, we, too, can change the way future generations will live.

I can imagine the day when a driver won't have to use hands to drive. He or she will start their vehicles, exit their neighborhood, and be off to their destination on an automated highway.

That will be a great leap forward. And next year, we will actually start that journey, when we take a closed section of a highway in San Diego and try to prove that the concept will work.

Let me conclude by saying: this has been a wonderful conference. The exhibits have been unprecedented -- in demonstrating not only technologies, but in showing technologies that are linked; and in showing products customers can buy today, like On-star and Rescue.

We're on the right road to the 21st century. And let me say to our friends from Berlin: we all look forward to visiting your wonderful city next year as we measure our progress to bring intelligent transportation systems to the 21st century.

Thank you.

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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
METRO AIRPORT GROUND BREAKING
OCTOBER 21, 1996
DETROIT, MICHIGAN

President Clinton always asks Americans: Will you help me build a bridge to the 21st century? In two weeks, we'll find out the answer.

But in the last four years, Wayne County has asked the President: Will you help us build an airport for the 21st century? The answer to that has been yes, yes, yes.

I want you to know two things about the President:

First, he believes in investing in our country's infrastructure. He has invested more in rebuilding runways, roads, and yes, bridges, than any President in history. What's all the more remarkable, he did it while cutting the budget deficit by more than half.

I have a long list of what we've done to modernize Metro. Just six weeks ago, the FAA commissioned a high-tech weather radar system; there's a new tower; we added radars so controllers can better see the runways; we added digitzed screens and new communication systems -- all to make Metro a safer and more efficient airport for the 21st century.

The President knows this airport is critical to Michigan. But it's also critical to our national transportation system. In the past decade, the number of passengers flying in and out of here has doubled, and it is expected to keep growing at a rapid pace in the future. And you will be ready.

The second thing you should know about our President is that he understands communities like Detroit are part of a world economy that must rely on international travel.

Because of his aggressive trade policies that have opened new markets to Detroit's automakers, the 21st century will give more people, more reasons to fly around the world. So, President Clinton asked me to open the skies of the world.

In the last four years, I've signed 39 aviation agreements that make it easier and more affordable to fly overseas.

A proud day for me was May 1st, when I came to Detroit, to watch America's and Northwest's first ever non-stop flight leave for Beijing, China.

Now, you can fly non-stop from Detroit to 12 cities in Europe, Asia, and North America. Twenty miles from here is Canada, but it used to be nearly impossible to fly to Canada from many cities in the United States, without making connections. We negotiated a new aviation agreement, and in the last 18 months, 2 million passengers have flown between our countries, pumping $4 billion into our economies, into communities like Detroit.

So the strategy this President has followed -- to invest in our infrastructure and to open our skies -- is a strategy that will further make this city and this region an even stronger global player.

After the President visited Detroit last March, and saw your plans to expand Metro, the President asked me to play a role, encouraging the partners to work together. So I came to Detroit. I said the federal government stood ready to invest an additional $150 million -- if a deal could be reached.

Within weeks, Wayne County and Northwest agreed. So, I want to thank Ed McNamara; Senator Levin; Representative Dingell; Representative Rivers; Mayor Dennis Archer and Al Checci of Northwest Airlines. You were creative and visionary, and this is the kind of partnership -- between federal, state, local, and the private sector -- that we need to build 21st century airports.

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8.12

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
YOUNGSTOWN - WARREN REGIONAL AIRPORT GRANT ANNOUNCEMENT
OCTOBER 22, 1996
YOUNGSTOWN, OHIO

It's good to be in the Buckeye state. I know some of you were with the President in Cleveland yesterday. I met him in Detroit, and he told me you were waiting for me in Youngstown. So, thank you.

This President, as you know, always asks: will you help me build a bridge to the 21st century? But after the announcement I am about to make, the President will have to start asking: will you help us build airports for the 21st century?

The answer here is: yes, yes, yes.

So, let me get right to the news: On behalf of President Clinton, I am pleased to announce that this Administration is going to help you build an air cargo facility at the Youngstown-Warren Regional Airport.

And today, I'm here to announce the first year of a multi-year partnership plan to fund Youngstown's air cargo facility.

I have with me a check for $11.5 million to expand your runway and construct cargo facilities. In short, it will get the new Youngstown-Warren cargo airpark up and running. Today, I am committing to you that the Clinton Administration will help fund this project to completion. So, we'll be back next year with another check.

The President and I are making this commitment for three reasons.

First is jobs. Since President Clinton has been in office, 10 1/2 million jobs have been created in our country -- 430,000 in Ohio. And we're not done yet.

- more -

Constructing the facility will create 400 construction jobs. In the future, after this is built and operational, Dave Engler tells me, potentially 10,000 jobs will be created -- between new businesses moving in and local businesses expanding because of the airpark.

Second, the President is committed to this project because he knows investing in infrastructure will make Northeastern Ohio and your neighbors in Western Pennsylvania more globally competitive.

This is a region rich in human resources. This is a region rich in material resources. This is a region rich in location -- halfway between Pittsburgh and Cleveland. Halfway between New York and Chicago. Within 75 miles of 21 Fortune 500 companies, and 11,700 manufacturing plants.

This is a region rich in highways and rails -- and you're not too far from ports.

But what you are not rich in -- yet -- is air service that links all these industries and all of these other transportation modes -- together.

This summer, I was in Stark County, opening up the new facility where products can be transferred from trucks to trains. Let me ask you: Why can't we see a product shipped by rail to Stark County, then shipped by truck to the airport, where with this new facility, you will fly it to Europe?

This is the industrial heartland of America. Many manufacturers are coming back to Northeastern Ohio. These companies will be competitive, and how they will make our country competitive, is by taking the products of hard working Ohioans, and moving them quickly, by air, for sale to the rest of the world.

It is forecast that air cargo shipments between North America and Europe will grow 7 percent a year, and you are strategically positioned to participate in that cargo business. You will be ready to ship products to anywhere in this country, and to anywhere in North America.

So, President Clinton, who has invested more in infrastructure than any President in history, believes that this investment in our infrastructure is a wise use of taxpayer's dollars.

Third, we are committed to this project, because this is a home-grown idea. Six counties came together and they came to us as part of the Northeastern Ohio Trade and Economic Consortium, and they said: we need this for our region.

As a former mayor I can tell you, it is the local public/civic leaders who know what strategic investments are best for the communities. So, because of your vision, your hard work, your multi-county partnership, we are here as your partners.

Finally, I want to make one other observation, and that is to commend the Federal Aviation Administration on the speed in which they moved this project forward.

One of my goals as Transportation Secretary is to cut red tape in Washington. The FAA is using a new innovative planning approach, and as a result, FAA cut the time to study and process this grant by one third. And I am very proud of that.

So, this is a proud day for the Mahoning Valley, and I am glad to be here, and be part of building your airpark for the 21st century.

Thank you.

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

Bill

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
OPERATION LIFESAVER
OCTOBER 23, 1996
WASHINGTON, D.C.

Safety is my highest priority as Transportation Secretary. Much of my time is devoted to making our highways, our aviation system, and our railways safer and more secure. So I am pleased to be here today to announce our latest effort to improve safety at highway-railroad intersections.

Nearly a year ago we were reminded by the tragic accident at a highway-rail crossing in Fox River Grove, Illinois, how important sound safety practices are to protecting the lives of our loved ones.

Seven students lost their lives that day and many others were injured, when their school bus was struck by a commuter train. How tragic, how needless that accident was. It shouldn't have happened. It could have been prevented.

And that's why we're here today, to prevent accidents like this from happening.

Like many of you, I'm a parent. I put my daughter, Nelia, on a school bus every day. As a father, not just as the Transportation Secretary, but as a father, I expect her to arrive at the school, and to return home, safely, just like the other 24 million children who ride the bus every year.

And I assume that somebody is responsible to make sure that happens. Everybody in this room fits into that category. Public safety is a team effort. It involves all levels of government, federal, state, and loca, safety officials like you, parents and railroads, all working together.

Today, I have two points to make. First, I want to discuss the progress we've made to improve highway-rail crossings in the last year. And second, I want to briefly discuss the new school bus driver education program.

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Shortly after the Fox River Grove accident, I created the Railroad Grade Crossing Safety Task Force to develop recommendations to help prevent tragedies like this from happening again.

The task force was headed up by Michael Huerta, the associate deputy secretary at DOT, and who is here with us today. Last March, the task force made 24 specific recommendations to improve safety. Many of the recommendations were longer term, calling on public and private safety officials, at all levels, to improve channels of communication and to work more closely as a unified team.

The task force called for a technical working group, comprised of public and private safety experts, to develop new guidelines for rail crossing safety. The group includes the organizations that develop and maintain transportation safety standards, as well as the people who own and operate transportation systems. Their work is on track, they have met twice, in July and in September and the group will make recommendations by next June. And when they're through, we'll have comprehensive standards that will result in a safer system.

The National Highway Safety Administration (NHTSA) is working with school transportation directors to improve the safety of bus routing systems. And NHTSA is developing new training programs for school bus drivers.

And the states are taking the initiative, too. In Oklahoma City, just two days ago, 50 safety officials attended a one day-seminar sponsored by the Oklahoma Department of Transportation to discuss ways of improving how highway traffic lights and rail warning signals are interconnected.

These kinds of efforts will improve safety in the years ahead. But the Fox River Grove accident was a wake up call to do something quickly to prevent future accidents. We owe this much to the families of Fox River Grove and to the millions of families who put their children on the school bus.

This brings me to the second point I want to make: school bus driver education.

While the exact cause of the accident in Fox River Grove isn't yet known the National Transportation Safety Board will be making that determination soon, we do know what were many of the contributing factors.

The design of the highway-rail crossing, for example, certainly was flawed because there wasn't enough room for a school bus to wait safely at the crossing for the traffic light to change.

And the bus driver's unfamiliarity with the route and a lack of knowledge about crossing over railroad tracks also were major factors. Fortunately, these factors are easily and quickly correctable through appropriate training and education.

Just the fact that we've thrown the spotlight on rail crossings in the past year has heightened public awareness and enhanced safety. More and more drivers, not just school bus operators, across the country are now more vigilant when they come upon train tracks.

So with our partner Operation Lifesaver in the lead, my department and a host of our safety partners joined forces to fix the problem.

Together we developed a straight forward, clear program to help our school bus drivers learn how to avoid the hazards at highway-rail crossings. Recognizing that we're all in this together, we call the program: "The Responsibility is Ours."

It's all right here in this education packet. The kit includes an 18 minute video, an instructor's guide and guides for bus drivers telling them the simple steps to follow to avoid the dangers at highway-rail crossings.

The packets will be distributed nationally to school districts and bus companies. In addition to Operation Lifesaver instructors, the program will be taught by the people who probably know more about rail crossings than anyone: the locomotive engineers who drive the trains.

Let me conclude on this: What brought us together today is a tragedy. But the heightened awareness from this tragedy has also done this country some good.

In the first six months of this year, grade crossing fatalities have fallen by more than 30 percent -- from 300 people being killed to 200.

But we can't stop here. We must be ever vigilant. We must continue to work to safeguard our most precious cargo, our children.

We are about to enter a new century, and if I had one wish, it would be that in the 21st century, we wipe out grade crossing accidents.

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

FOR IMMEDIATE RELEASE
Wednesday, October 23, 1996

Contact: Lorie Dankers
202-366-5565

MEDIA ADVISORY

U.S. Secretary of Transportation Federico Peña will be in Phoenix on Thursday, October 24, 1996, to make a major announcement regarding the Advanced Traffic Management System in the Phoenix metropolitan area.

Secretary Peña will tour the Arizona DOT Traffic Operations Center following the announcement.

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

WHAT: Traffic management technology announcement for Phoenix metropolitan area

WHEN: Thursday, October 24, 1996
12:30 pm

WHERE: Arizona DOT Traffic Operations Center
2302 W. Durango
Phoenix, AZ

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, October 22, 1996

Contact: Lorie Dankers
202-366-5565

MEDIA ADVISORY

U.S. Secretary of Transportation Federico Peña will join Operation Lifesaver to release a rail-highway safety training video for school bus drivers on Wednesday, October 23, 1996.

The video is part of an educational safety kit designed to provide school bus drivers nationwide with skills to assure the safety of passengers at highway-rail crossings. The video was recommended by Secretary Peña's Grade Crossing Task Force formed last year following the death of seven children in Fox River Grove, IL, when their school bus collided with a train.

A two-minute excerpt from the video will be shown at the event.

WHO: Federico Pena, U.S. Secretary of Transportation
Gerri Hall, Operation Lifesaver
Karen Finkel, Nation School Transportation Association

WHAT: School bus safety project announcement

WHEN: Wednesday, October 23, 1996
11:00 am

WHERE: Union Station
Starlight Room (Enter between Gates B and C)
Washington, DC

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8:10

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
INTELIGENT TRANSPORTATION SYSTEM
PHOENIX, ARIZONA
OCTOBER 24, 1996

I am fortunate to work for a President who in the last four years has helped create 10 1/2 million jobs -- 340,000 in Arizona. That's the good news.

As Transportation Secretary, I can tell you the bad news: if you think rush hours are congested now, we need to find 10 1/2 million more people rides to work!

So, we need more facilities like this wonderful traffic operations center. I have visited similar operation centers in Maryland, in Texas, in Georgia, in Michigan, in Kentucky -- and I look forward to touring yours in a few minutes.

But first, I want to announce the news. In what is the worst kept secret in town, I am pleased to make it official: Phoenix is one of four metropolitan areas across America that will serve as a showcase for using advanced technologies to make highways less clogged and safer in the 21st century.

The other winners are: the New York, New Jersey, Connecticut metropolitan area, which has the longest commutes of any area in the country; San Antonio, Texas; and Seattle, Washington.

In total, the Transportation Department will invest $38.7 million in these areas, and I brought with me a check for $7.5 million for Phoenix' portion.

A dozen public agencies and 16 private sector partners will be involved in the Phoenix team, and I congratulate all of you.

Now, let me put this in a broader context. Americans lose 2 billion hours a year to gridlock. Congestion costs our economy $48 billion a year, and it is

- more -

becoming a drain on our growth and productivity. We have six-and-a-half million car crashes every year. And in a decade, we will see a 50 percent increase in traffic.

So, in January of this year, I set a new national goal: within a decade, we will reduce the time Americans spend commuting by 15 percent. I call the goal Operation TimeSaver, because a 15 percent reduction for a one hour commute a day is one week of vacation every year.

How are we going to accomplish this goal? By building a 21st century transportation system -- based on technology.

I set specific targets, in particular committing our country to installing in 75 of our largest metropolitan areas a complete intelligent transportation infrastructure. In short, making our highways high-tech, so when you pay a toll on a bridge, you pay electronically; so all the traffic signals are automated, so freeways are electronically monitored. In fact, I named nine technologies that communities will need.

I can tell you today, that we're on the right track. Every technology I named as necessary is appearing in metropolitan areas. No community has every one.

But, for instance, one-fourth of our cities are starting to electronically monitor their freeways -- as you do. Just as you are planning to double the number of miles covered in the next year, so are other cities.

Public agencies are investing more than a billion dollars a year on high-tech highways. This is tremendous progress.

But too many of these technologies are still not linked. Let me use an analogy. If you bought a number of stand-alone personal computers -- without networking them, or without connecting to the Internet -- those computers could never be used to their fullest. Neither can these technologies unless we link them into a total system.

And, there are still too many skeptics and too many mayors, and governors, and police chiefs, who need to see tangible benefits to make the kind of technology investment decisions we're asking them to make.

So we decided we needed to move the technology forward, we needed some showcase sites. We call them model deployments. Think of it as a model home in a new subdivision, where the travelling public and local decision makers

can visit, and witness, and experience the benefits of highways for the 21st century. That is what Phoenix will become.

And you're a model of public and private sector cooperation. This is no longer business as usual -- with the public sector having a monopoly on road construction.

The private sector -- Etak, and TRW, and Metro Networks, and Hewlett-Packard, and Clarion, and Volvo, and Delco Electronics, and so many others of you -- want to be our partners. You took the initiative, you developed a consortium, you pursued us.

And the fact that the private sector is investing some of its own resources in this is a strong indication that there is a need and a market for our products.

Using the infrastructure of the public sector, the private sector will be delivering travel information and services. Some information will be free. Some information residents will need to pay for -- if they want, for instance, to be paged about traffic problems.

But we will work, together, because together we can provide higher quality traffic and transit information than either of us could provide if we worked alone. And the winners will be the citizens of Arizona.

So, let me explain how the $7.5 million will be used.

About $2 million will be to implement an advanced traveller information system. This is one of the technologies I believe every community will need -- but Phoenix does not have one -- yet.

It's not enough to inform people inside the operations center about traffic information. We have to provide information to the users, who make their own decisions.

You have done such a nice job already -- with your variable signs on freeways, with your Internet page, with letting the news media use your cameras to provide morning traffic reports.

Now, you'll be able to do more. You can set up kiosks showing up-to-date travel information at shopping centers, at bus terminals, and at the airport.

About $1.8 million will be to standardize and link traffic systems used by the state and seven cities, including Phoenix, Tempe, Scottsdale, Glendale, and Mesa. This way someone from Mesa can find out what is happening in Tempe.

About $1.7 million will be to install the same cameras and sensors that are on your freeways onto seven of your busiest city streets. This will help improve traffic flow, especially during special events.

In Phoenix, it used to take 25 to 45 minutes to dispatch the appropriate team to an emergency on the freeway. Now, it takes two minutes. You have not only saved lives -- you have shortened the back-ups that always result from an accident or a stalled car. What you have done for your freeways, you will now be able to do on your busiest streets.

About $700,000 will be used to install automatic vehicle locators on buses. This is another technology that I said every community needs, but only a quarter of our communities have them. All buses in Tuscon will have them by the end of the year. Well, now, Phoenix will soon be added to the list.

With the technology, control centers know the exact location of the buses, they can monitor their movements, and adjust schedules accordingly. So if you're a bus rider, you eventually will be able to tap into the system to see if the bus is on time, or late, and how long the wait may be.

About $1.2 million will be used to evaluate all the systems; to test software and hardware; and for training.

And about $100,000 will be for public outreach and education. Citizens here are becoming familiar with the cameras and the variable signs, but we will need to educate and to explain the kiosks and the other information that will be available, and which will make their lives easier.

And our money is only half the story.

The public and private sector partners will invest an equal amount -- and I thank you.

Let me end, by answering the question I often get asked: Does this mean we are supposed to buy computers and quit building freeways?

The answer is no. Arizona does not have a lot of freeways, because you did not start building them until about 20 years ago. But recently you opened up the Pima Freeway, the Sky Harbor Expressway, and next month, you'll open the Agua Fria.

President Clinton always talks about building a bridge to the 21st century -- I'm sure you've heard that line. We will have to have him visit Arizona, because on these freeways are 16 brand new bridges!

But we have to go beyond bridges, and roads, and pouring concrete.

Our world is changing at an extraordinary pace. And for the 21st century, drivers and passengers will be global communicators. We must ensure that our roads and highways and transit systems are able to keep pace with them.

It will happen if we commit resources to our national goal of reducing commute times by 15 percent, it will happen if we showcase the technologies in cities like Phoenix, and it will happen if we join as partners with the private sector.

So, thank you and, again, congratulations.

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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
NATIONAL CONGRESS OF AMERICAN INDIANS
OCTOBER 24, 1996
PHOENIX, ARIZONA

Thank you. I'm here because I work for a President who wants us, to the maximum extent possible, consulting with tribal governments.

The President wants to do all he can to give all Americans the tools and opportunities they need to succeed.

That's why Interior Secretary Babbitt was here Tuesday telling you about the President's new executive order that will expand opportunities for thousands of students who attend tribal colleges.

And for the first time in history, Native American tribal nations, thanks to President Clinton, now have sovereign rights. You no longer have to go through a state or local authority to get something done. You can develop your economies as you see fit.

So, I hope we can have a good dialogue today.

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

He wants Americans to have good paying jobs. Today, we have 10.5 million more Americans working. And he wants every worker earning a decent wage, and every working family earning enough to stay out of poverty. Today we have a higher minimum wage.

The President wants to improve education, because teenagers dropping out of school limits their economic opportunities for the rest of their lives. He has fought to maintain the Headstart program, and to set higher academic standards through the Goals 2000 program. And he has called for education tax credits and deductions so that we don't tax working Americans for the money they spend on college.

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

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

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

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

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

So today, my message is a very up-beat one. First, I believe in investing in infrastructure. In fact, we've invested 22 percent more than the last administration. And second, I believe in doing it in partnership with you.

Let me take those points, one at a time.

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

So, the investments have almost doubled. Many programs have been cut in half, but not very many programs -- in all of government -- that have doubled!

To put this in even greater perspective, under the Bush Administration, the Department of Transportation added 10,000 employees. I have downsized by 11,000 people, but we have upsized our investments in your road program. That's effective government, cutting the overhead so we can invest more in local communities.

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

And look at what the investments have bought.

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

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

And here in Arizona, in the Navajo Nation we built an all weather road from Pinon to Lake Forest that allowed construction of a new school.

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

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

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

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

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

Earlier this year, our Federal Lands Highway Office held meetings with some 80 Native Americans to discuss their needs as we prepare to reauthorize our main transportation law the Intermodal Surface Transportation Efficiency Act, or "ISTEA". This is important legislation that Congress will consider next year, and we look forward to working with you to make these programs work better for you.

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

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

This Council also conducted a transit survey for us, which has helped us to more clearly understand transit needs in Indian country and to respond appropriately.

Native-American owned businesses have received more contracts from my department. In the last two years, they won 40 percent more contracts to help build our country's transportation system.

And our Federal Highway Administration has a special outreach program that encourages Native American construction companies to bid on more federal highway projects.

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

Well, where do we go from here?

When the President walked into the Oval Office, he inherited a $290 billion budget deficit. He has cut that by 60 percent. Nobody thought he could do it, but he did. And in seven years, he has set a goal to balance the budget. There will be no deficit.

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

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

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

And I have found the states and local communities and Native Americans to have great ideas. We are delivering transportation projects sooner to the public by two to three years, and it will make a big difference in people's lives. I ask you to

work with us and your state departments of transportation to develop more creative financing, perhaps inviting in the private sector.

Let me end on this. This is an election year. You have heard a lot of rhetoric, and you'll probably hear a lot more in the next two weeks. And when people running for office provide their vision on what kind of America they want, I say look at their record.

If you're serious about getting people out of poverty and onto jobs, if you're serious about providing a good education or a good health care system, look who is investing in the road that will take us to a better future in the 21st century.

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
NATCHER BRIDGE ANNOUNCEMENT
OCTOBER 26, 1996
OWENSBORO, KENTUCKY

This is the first time I've ever been in Owensboro -- and you and Lt. Governor Henry have a wonderful, wonderful hometown.

My only regret is that I flew in very late last night, so I didn't have a chance to have dinner here. But before I leave, I have one favor: can I try the barbecue every one keeps telling me about?

For four years, I have had the pleasure to work with your senior senator -- and indeed it is a pleasure. He is a national leader on aviation. Because of Senator Ford, our country is investing to improve and expand our airports, we are making our airports more secure, and flying safer.

And while he's a national leader, he fights hard for Owensboro -- bringing in $4 million this year to improve the Owensboro Airport. And if it hadn't been for Senator Ford and his tireless commitment to finding innovative ways to finance this bridge, we would not be here today.

And I want you to know something about your Governor. His first week in office, Governor Patton immediately came to Washington to visit the President, and to visit me -- because he knew the importance of a partnership, he knew the importance of a good working relationship.

Governor Patton has said there is no more important priority in the state's highway plan, that one way or another, this bridge is going to be built. When the Governor gives his word, he means it.

Because of our partnership, because of the Governor's work, and Dr. Henry's work, and the Senator's work, we are here to celebrate.

- more -

On behalf of President Clinton, I have with me today a check for $7.4 million, and with this commitment, we will be partners until this bridge is complete.

It will be a beautiful bridge, it will be the largest in Kentucky to span the Ohio River, it will improve the quality of life for the people in this community, and each of us knows that it will spur economic growth and bring opportunity to the people of the Commonwealth.

This is a 21st century bridge, but it will carry a name from the 20th century -- William Natcher. It will carry that name, so generations from now, the people of Kentucky will always know that the hardest working, the most conscientious member of the United States Congress for four decades came from here.

There is one other person, who made today possible, and that is my boss, the President of the United States.

It is a Transportation Secretary's dream to have a President who goes around the country asking Americans: will you help me build a bridge to the 21st century?

In Kentucky, you reversed that question. You've been asking: Mr. President will you help us in Kentucky build a bridge over the Ohio River?

And the answer is yes, yes, yes.

There are more than 12,000 bridges in Kentucky. We completed one in Covington, we're starting to build one in Maysville, and now Owensboro. We are building bridges for the 21st century -- and we're building more highways. And more roads. And more runways.

In the last four years, President Clinton has invested more in our country's infrastructure than any President in the history of our country. And what's all the more remarkable, he did it while cutting our budget deficit by 60 percent.

He asked me to downsize my Department. With the help of Senator Ford and others, I have 11,000 fewer people than the day I walked into Transportation. I downsized so that I could up-size my investments across America, in communities like Owensboro.

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 hundreds of thousands of people driving over the bridge 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 Owensboro, 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, Senator, and Governor, for inviting me here. And Senator Ford, if you can join me, I'd like to present the Governor a check for $7.4 million.

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