

FOIA MARKER

**This is not a textual record. This is used as an
administrative marker by the William J. Clinton
Presidential Library Staff.**

Collection/Record Group: Clinton Presidential Records

Subgroup/Office of Origin: Press Secretary

Series/Staff Member: Mike McCurry

Subseries:

OA/ID Number: 11102

FolderID:

Folder Title:
Transportation

Stack:

S

Row:

94

Section:

3

Shelf:

10

Position:

1

Pending

PHOTOCOPY
PRESERVATION

Transpntation
Aug 21 96

To: M. McCurry

Fr: S. Akey

Dt: 21 August 1996

Re: Secretary Peña - Rocky Mountain News

Attached is today's Rocky Mountain News story headed "Peña to step down after single term."

We've handled these rumor stories from the Denver media about once every two months for the last three years. I checked w/ Peña this morning and, even though Peña's former chief-of-staff is quoted in the piece, this story is based on speculation, not fact, so we're knocking this down as hard as we can. Our response is:

"Secretary Peña is squarely focused on his duties as a member of President Clinton's cabinet. He has made no plans for the future."

cc: K. Higgins
S. Silverman

AA

Rocky Mountain News Wed., Aug. 21, 1996

08/21/96 07:17 0988 6740

Greater Denver

Deborah Coates, Metro Editor — 892-5201 • e-mail — metro@denver-rrn.com

Peña to step down after single term

Transportation chief has told friends twice that after one stint he will return to Denver

By Kevin Flynn
Rocky Mountain News Staff Writer

Federico Peña, who has adroitly avoided questions about whether he would continue as U.S. Transportation Secretary if President Clinton wins re-election,



Peña

intends to step down after one term.

Peña, former mayor of Denver, told friends early in his tenure in 1993, and again as recently as last spring, that he intends to return to Denver after Clinton's first administration.

While he again sidestepped the question in Denver on Monday, Peña months ago told associates of

his plan. On Monday, in response to questions about his future, he said only that he's not thinking of next year but is enjoying doing his job.

Peña was traveling in Montana Tuesday and was unavailable for comment. It is a politically awkward time to discuss leaving the cabinet because of Clinton's re-election campaign and the need to defer talk of cabinet changes.

While the Washington and Denver rumor mills have ground out talk for more than three years of

Peña's imminent demise from Clinton's cabinet, the former mayor already is the second-longest-serving transportation secretary in the department's 30-year history. Only Elizabeth Dole, wife of Republican presidential candidate Bob Dole, served longer than Peña.

"We all talked about going back to Denver at the end of the first term," said Peña's former chief of staff, Ann Bormolini, who moved back to Denver earlier this year.

"We all knew the secretary

wasn't going to stay for a second term," she said. "He wants to come back here. He has two small children he wants to spend time with."

Although his plans were known to friends well before the crash of a ValuJet Airlines airplane in Florida in May and the resulting bad publicity Peña and his department received over safety inspections, those events made it difficult for Peña to resign without speculation that he was forced out, friends acknowledged.

FAX TRANSMITTAL

TO	FROM
Wendy Bert	George O'Rourke
4500T	733 919-4730 x37
202 344-3703	303 959-6740
NON 7542-01-817-1260	808-101
GENERAL SERVICES ADMINISTRATION	

1 of pages 1

Transportation
1-9-97

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

April 15, 1996
(House)

STATEMENT OF ADMINISTRATION POLICY

(THIS STATEMENT HAS BEEN COORDINATED BY OMB WITH THE CONCERNED AGENCIES.)

H.R. 842 -- Truth In Budgeting Act
(Shuster (R) Pennsylvania and 225 cosponsors)

The Administration strongly opposes enactment of H.R. 842, which would remove the majority of transportation programs from the unified Federal Budget. The Administration is committed to balancing the Federal Budget within the next seven years and, in fact, has proposed a plan that achieves balance by 2002. Enactment of H.R. 842 would jeopardize this shared national objective. It could also force cuts in other General Fund programs in the coming years of up to \$50 billion.

The unified Federal Budget ensures that all receipts and outlays are presented in one place, that they are considered as progress is measured toward a balanced budget, and that decisions between public and private spending and among budgetary priorities are made clear.

H.R. 842, which would remove the transportation trust funds from the unified Federal Budget, is objectionable because it:

- o Could force up to \$50 billion in cuts to other programs from 1997 to 2002, according to OMB, in addition to already planned reductions, if the budget is to be balanced by 2002. (Through 2000 alone, CBO estimated in 1995 that the cuts could total \$20 billion, while OMB currently estimates they could total \$38 billion.) This would have serious consequences for other programs that are funded by the General Fund -- including not only other transportation programs and Federal grants to state and local governments, but also important programs in education and training, the environment, science and technology, and law enforcement that will help raise living standards and the quality of life for average Americans.
- o Includes no effective means to assure that trust fund expenditures do not exceed trust fund receipts. (The provisions in H.R. 842 to control trust fund spending would not be effective because they only affect authorized spending, not actual spending. Trust fund outlays in any year can easily exceed income, including income from interest.)
- o Fails to acknowledge significant General Fund expenditures for highways, airports, and other transportation needs. Since 1956 more than \$40 billion in highway spending alone has come from the General Fund -- more than twice the cash

balance of the Highway Trust Fund in 1995.

- o Generates corresponding pressure to remove other programs from the unified Budget, placing still greater pressure on programs not accorded such favored treatment.

The Administration supports a balanced approach to infrastructure spending and deficit reduction. The President's FY 1997 Budget achieves this by requesting an increase over FY 1996 for Department of Transportation programs, while balancing the budget by FY 2002.

Pay-As-You-Go Scoring

H.R. 842 would normally be subject to the pay-as-you-go requirements of the Omnibus Budget Reconciliation Act of 1990. H.R. 842, however, exempts the transportation trust funds from the pay-as-you-go and other constraints on deficit spending associated with the unified budget.

* * * * *

THE WHITE HOUSE
Office of the Vice President

For Immediate Release
July 15, 1997

Contact: 202-456-7035

VICE PRESIDENT GORE HIGHLIGHTS
NEW NASA AND FAA AVIATION SAFETY TECHNOLOGY

**The Vice President receives update on White House Commission
on Aviation and Safety and Security Recommendations**

WASHINGTON -- Vice President Gore today (7/15) viewed four new technologies developed by NASA and FAA that will make flying safer and received an update on improvements to aviation safety and security.

"No matter how safe aviation is, we must make it even safer," said the Vice President. "A key to that is giving new tools to the people flying, maintaining and directing our planes. Today, we've had a glimpse of those new tools."

Most of the technologies reviewed and demonstrated at Dulles Airport were developed by the NASA Aviation Safety Program, a \$500 million partnership that includes NASA, the FAA, the aviation industry and the Department of Defense. NASA Langley Research Center in Hampton, Va., is leading the safety program.

Joining the Vice President at Dulles Airport were Transportation Secretary Rodney Slater and NASA Administrator Dan Goldin. The technology showcased included:

- ◆ The Trace Detection System -- This system, which is designed to check all baggage going on a commercial flight, is being purchased and put into use by the FAA. Contracts have been awarded for over 500 systems.
- ◆ The Non-Destructive Evaluation System: This system is designed for finding cracks in aging aircraft. It is currently being commercialized for use in maintenance inspections.
- ◆ The Taxiway Navigation and Situational Awareness System: This system allows pilots to navigate on the ground in virtually zero visibility conditions. It will be tested at Atlanta Hartsfield Airport in August.
- ◆ The Cockpit Weather Information System: This system gives pilots advanced information in an interactive touch-screen format, which is not used today. NASA is about to begin in-flight testing in a United Airlines DC-10.

In an update given to the Vice President on the implementation of recommendations from The White House Commission on Aviation Safety and Security, a report from Secretary Slater noted that "work is underway on every recommendation made to the Department."

Slater wrote, "Although the final Report was issued less than six months ago, the Department has already dedicated considerable resources and effort to implementing its recommendations. We have a comprehensive, specific implementation plan with deadlines, and the senior leadership of my office and the FAA meet monthly to review our progress.

"The Commission demanded action. We listened, learned and acted."

Some of the recent steps taken to increase aviation safety and security include:

- ◆ The FAA adopted a new set of rules requiring all airlines, no matter how big or small, to operate under a single level of safety -- the highest level possible.
- ◆ Using new procurement rules, the FAA is fielding new air traffic control technology faster and at less cost. For example, a new computer system for the busiest air traffic control centers was delivered ten months ahead of schedule and \$3 million under budget.
- ◆ FAA has moved to require smoke detection and fire suppression in the cargo and baggage compartments on large aircraft. FAA intends to complete the rulemaking by the end of 1997.
- ◆ 54 new explosives detection systems have been purchased. Newly purchased units are now in two airports and installations are underway in other cities.
- ◆ An initial deployment of other types of advanced equipment began with the installation of trace explosives detection devices in Atlanta last year and continues today at several major airports. The FAA Integrated Product Team plans to award contracts to purchase over 480 trace explosives detection devices and about 20 automated dual energy X-ray machines, plus a quadruple resonance device.
- ◆ The commission stressed long-term safety improvements could only be achieved through renewed and expanded commitment by all involved in aviation. Some of the recent commitments have included the offer by American Airlines and others of incentives for parents to place their children in safety seats; the improvement to the rudders of older 737s by Boeing, in conjunction with the FAA and the NTSB; and the upgrading flight data recorders by Southwest Airlines.
- ◆ The FAA has hired 375 additional inspectors to increase security oversight at airports across the nation.

"This week marks the anniversary of the crash of TWA flight 800 and I want to make sure that all those lost loved ones know that our thoughts and prayers are with them. I think that they know how hard the NTSB and the FBI are working to bring their investigation to a conclusion," said the Vice President. "And I want them to know that the President and I, Secretary Slater, Administrator Goldin and all of the people at the FAA and NASA are working just as hard to make flying as safe and secure as it can be for all Americans."

###

10-24-97



News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
<http://www.dot.gov/briefing.htm>

FOR IMMEDIATE RELEASE

Thursday, October 23, 1997

DOT 169-97

Contact: Bill Adams

Telephone: 202-366-5580

TRANSPORTATION SECRETARY SLATER URGES STATES TO ADOPT TOUGHER DRUNK DRIVING LAWS

Continuing President Clinton's commitment to safety as his highest transportation priority, U.S. Secretary of Transportation Rodney E. Slater today urged aggressive action by states to reduce the number of alcohol-related highway crashes and announced his support for a federal legislative proposal that would encourage states to lower threshold for drunk driving to a blood alcohol concentration (BAC) of .08.

"In 1995 alone, more than 17,000 people died in alcohol-related highway crashes," Secretary Slater said. "We cannot allow such needless tragedy to continue. This proposed measure would enable law enforcement officers to take drivers off the road when they are too drunk to drive safely."

He applauded New Jersey Senator Frank R. Lautenberg, Ohio Senator Mike DeWine, New York Representative Nita M. Lowey and Mothers Against Drunk Driving (MADD) for focusing national attention on drunk driving.

~~The Lautenberg-Lowey proposal is designed to strongly encourage states to enact .08 BAC laws by Oct. 1, 2000 or have a portion of their federal highway construction funds withheld. Secretary Slater believes that states will see the benefit in this legislation because, if it is adopted, lives will be saved and injuries prevented.~~

According to a Boston University study, states that enacted .08 BAC laws saw an average of 16 percent reduction in the number of alcohol-related fatal crashes, and an 18 percent reduction in fatal crashes involving drivers who were excessively drunk with a BAC exceeding .15. Drivers with a BAC at .08 are 11 times more likely to be killed than drivers who had not been drinking.

Fifteen states have thus far enacted laws setting the threshold for drunk driving at .08. With the exception of Massachusetts and South Carolina, which have different legal provisions, the threshold for drunk driving in all remaining states is .10 BAC.

###



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

October 22, 1997

Addendum

AMC

BT, R

The Honorable James L. Oberstar
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Oberstar:

I am writing to express the Clinton Administration's support for the proposed amendment to H.R. 2247, the Amtrak reauthorization legislation, concerning labor protection payments and contracting out. As you know, we continue to have concerns about other provisions of the bill, but are pleased that you are addressing these important labor issues.

The Administration is committed to a strong, financially viable Amtrak. Reauthorization legislation is critical to ensure that Amtrak has predictable funding, and to give Amtrak additional tools to achieve the ambitious financial and operational goals set by Congress, with Administration support.

It is essential, however, that change be effected with appropriate involvement of Amtrak employees and their representatives. H.R. 2247, as currently written, would unilaterally deprive Amtrak employees of long-standing protections in the areas of labor protection payments and contracting out. The Administration believes that changes in these areas should be worked out by the parties, rather than by congressional intervention. The amendment you and Congressman LaTourette are supporting would achieve this goal in a fair, effective manner.

As I have indicated before, I stand ready to work with the Congress to develop an acceptable strategy for dealing with these disputed labor issues, and any other matter standing in the way of Amtrak reauthorization legislation.

Sincerely,

A handwritten signature in cursive script that reads 'Rodney E. Slater'.

Rodney E. Slater

OCT 22 '97 10:25AM 117 - TRANSPORTATION

FROM: BROWN, J. A.



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

October 21, 1997 (SENT)
(House Rules)

STATEMENT OF ADMINISTRATION POLICY

(THIS STATEMENT HAS BEEN COORDINATED BY OMB WITH THE CONCERNED AGENCIES.)

H.R. 2247 - Amtrak Reform and Privatization Act of 1997 (Shuster (R) Pennsylvania)

The Administration strongly opposes House passage of H.R. 2247 unless it is amended to delete objectionable provisions that would:

- o Repeal important statutory, economic and collective bargaining rights of Amtrak employees. Further progress can be made within the existing labor-management relations structure.
- o Override State liability laws by imposing arbitrary caps on damages arising from passenger rail accidents or by imposing exceptionally strict standards for punitive damages. Amtrak has successfully renegotiated most of its operating agreements with freight railroads within the current State law systems.
- o Delay the deadline by which certain Amtrak facilities must comply with the Americans with Disabilities Act.
- o Replace Amtrak's current board of Directors with a new Board. The current Board has proved capable of directing Amtrak during this time when difficult issues must be addressed. (The Administration supports (1) removing existing restrictions on the President's authority to appoint future members of Amtrak's Board and (2) requiring that such appointees be confirmed by the Senate.)
- o Subordinate the Federal interest as a creditor in the event of a default. This and other proposed changes in the Section 511 Railroad Loan Guarantee program are not appropriate. Instead, the Administration urges enactment of its alternative financing and credit proposals set forth in its "National Economic Crossroads Transportation Efficiency Act of 1997" (NEXTEA). These proposals empower States to make choices that best suit their transportation needs, including public rail freight, and are preferable to the Section 511 program which provides benefits directly to private freight railroads.
- o Eliminate the Secretary of Transportation's liquidation preference and voting rights on the Amtrak preferred stock held by the Secretary, require the United States to relinquish all rights held in connection with any note obtained or mortgage made on Amtrak property, and eliminate Amtrak's status as a mixed ownership Government corporation fully subject to the Government Corporation

OCT 22 '97 10:25AM 117 - TRANSPORTATION

FROM: BROWN, J. A.

Control Act. Given the substantial Federal investments and public policy interest in Amtrak, any privatization effort will necessarily require a great deal of careful analysis. Until that analysis is done, the proposed elimination of Federal financial and other involvement with Amtrak is premature.

Finally, H.R. 2247 should be amended to provide for substantial involvement of the Executive Branch, including the Treasury Department, in the development and implementation of any Amtrak privatization plans.



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
<http://www.dot.gov/briefing.htm>

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TASK FORCE ON ASSISTANCE TO FAMILIES OF AVIATION DISASTERS
OCTOBER 29, 1997
WASHINGTON, D.C.

Chairman Hall and I know how tirelessly this task force has worked, and I want to start by saying to all of you, thank you. And especially thanks to the family members: Frank Carven, Joe Lychner, Judy Lindstrom, Doug Smith; and to our survivor Kendra St. Charles.

I know this work has meant reliving many horrible moments. Some people would ask: why would you allow yourselves to do that? But because you have done so, you will make things better for someone else. The first time we met, this past spring, I hoped that good would come out of this, and clearly it has.

In government our first goal is to prevent an aviation disaster from ever occurring. Some might ask: why do we spend so much time working on a report that we all hope we will never have to use? The bigger tragedy would be not being prepared.

So, I am pleased to announce today that this task force has presented 61 recommendations to improve the way families are treated after aviation accidents. The great majority of the recommendations were unanimous, which no one would have thought possible when this process began.

Congress asked me to establish this task force. I will send these recommendations to Congress -- unchanged. And I will send them to Vice President Gore, who on behalf of President Clinton, is leading our efforts to improve aviation.

Many of the recommendations boil down to this: we need to do a better job in this country of respecting people as they grieve.

We need to step back. We need to take a big pause. And we need to rethink how we treat family members. That is what we have done -- that is what you have done.

What strikes me is that in this report everyone is committed to making things better for how family members are treated. Clearly, we all want to do the right thing. We want to have better procedures -- from the minute there is an accident, to the horrible part of identifying remains.

This report serves as a blue print for how to treat and assist families. Let me begin by highlighting a few of the findings.

First, we need to better train airline employees, who deal with family members. And I am pleased to say that some of the airlines have already invited family members to help train their employees. I know more will do the same.

Second, we need to speed up the notification of family members after an accident, and again the airlines have agreed to work on this.

Third, we need to have a better manifest -- or list -- of passengers, because some of the most difficult moments are immediately after a crash and people are trying to find out who is on the plane. The airlines agree we need more information. Because of the costs involved, there is some disagreement on what that should be -- an emergency phone number to contact, or a name to contact. But let me say, we plan at the Department of Transportation to proceed with rule making to move forward on this recommendation.

Fourth, we need to provide more information at accident sites, and we now have a pamphlet that will be available with all kinds of information, thanks to this task force.

Fifth, the task force is recommending the media respect families and give them their space. Some family members want to talk to reporters. Some do not. So, the task force outlined steps to allow victims their privacy, while still allowing the media to cover the story. The National Transportation Safety Board will play the lead role in making sure family members who want to talk to the media can, as well as making sure reporters get the facts they need, on a timely basis.

But it is really up to the media to police itself. Let me make an analogy -- just as the British media has tried to allow Princes William and Harry their privacy, we must do the same for those suddenly thrown into a tragedy.

Sixth, the task force is asking lawyers to also step back. We will ask Congress to extend the time from 30 to 45 days, before a family member can be solicited by a lawyer.

There are many more recommendations, and I look forward to hearing about all of them.

In the end, it all comes down to respecting people. We have talked about things that people have never wanted to talk about before. But transportation is as much about people, as it is about concrete, asphalt, and steel -- and this clearly shows that.

Thank you, and let me turn this over to Chairman Hall.

####



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
<http://www.dot.gov/briefing.htm>

FOR IMMEDIATE RELEASE

Wednesday, October 29, 1997

DOT 177-97

Contact: Carrie Hyun

Tel.: (202) 366-5565

Contact: Steve Okun

Tel.: (202) 366-0140

Task Force on Assistance to Families of Aviation Disasters Issues Final Report

The Task Force on Assistance to Families of Aviation Disasters issued its final report today, containing 61 recommendations on how to improve the treatment family members receive following an aviation disaster.

"We must make sure that family members receive the information and support that they need following an aviation disaster," said Vice President Gore, who chaired the White House Commission on Aviation Safety and Security. "The recommendations issued today will help provide better and more compassionate care to these grieving families."

"Many of the recommendations boil down to this," said Secretary Rodney E. Slater, co-chairman of the task force, "We need to do a better job in this country of respecting people as they grieve. This report provides a blueprint for how to do this."

"I am certain that the American people have been well served by the task force's efforts and am honored to have been a part of it," said Chairman Hall. "We tackled several difficult issues and addressed them with compassion and professionalism."

The recommendations of the task force cover all aspects of the assistance that should be provided to the survivors of an aviation disaster and the families of the victims of those disasters. In particular, the task force focused on providing guidelines to air carriers on methods to improve the assistance they provide families. For example, the task force specifically recommended that airlines better train their employees who assist family members. The task force also called upon representatives of media organizations and the legal community to more fully respect the rights of families in the aftermath of aviation disasters.

October 29, 1997
DOT 177-97

Following the presentation of the final report, Secretary Slater announced that he will ask the task force members to serve on an advisory committee to review the implementation of the recommendations, as well as to help the government continue to improve upon the assistance provided to families at these tragic times.

Secretary Slater announced the formation of the task force on March 5, 1997. The task force was mandated by the Aviation Disaster Family Assistance Act of 1996 and also examined issues at the request of the White House Commission on Aviation Safety and Security. The task force has 22 members, including representatives of state governments, the aviation industry, the media, the legal profession and a survivor of an aviation disaster and four family members of the victims of aviation disasters.

Following today's briefing, copies of the report will be available at
<http://www.dot.gov/briefing.htm>.

###