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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**
**ALBANY INTERNATIONAL AIRPORT TERMINAL DEDICATION**
**ALBANY, NEW YORK**
**JUNE 1, 1998**

Governor Pataki, Senator Moynihan, Senator D'Amato, Congressman McNulty, Mayor Jennings, Chairman Farann, distinguished leaders, honored guests: as you dedicate this terminal, I'd like to bring you congratulations from President Clinton and Vice President Gore.

Under this Administration's leadership, we've invested in our people and our infrastructure even as we've ended a generation of deficit spending and brought common sense to government's operations.

That's helped to build the strongest economy in a generation; America's economy is undergoing a renaissance. Here in New York, we see 340,000 new jobs, nearly 200,000 former welfare recipients now on payrolls, and 6 percent unemployment. More than 550,000 New Yorkers received pay raises because of the minimum wage increase President Clinton signed two years ago.

Continuing this prosperity into the 21st century means competing, and winning, in the global economy. To make America even more competitive and our economy more international in reach, President Clinton and Vice President Gore have invested in our people and infrastructure, and, in transportation, entered into more than 60 aviation agreements, almost half of them full open skies agreements.

This will let our nation's airlines develop new services overseas and make airports like this even stronger gateways to the world, helping to keep America's aviation system the world's safest and best.

In partnership with Congress, President Clinton also is delivering the transportation investment which will enable us to take full advantage of the opportunities the global economy offers. The President shortly will sign the Transportation Equity Act for the 21st Century, which will provide fiscally-responsible, balanced investment in safety, highways, transit systems, and intermodal links.

President Clinton and Vice President Gore also have strongly supported investment in aviation, which will be to the global economy of the 21st century what our highways have been to this century. We see the results of this investment here today. The improvements at Albany International, the Capital Region's gateway to the world, show that transportation is about more than concrete, asphalt, and steel: it's about people, about providing them with opportunity.

These improvements will stimulate new jobs and economic growth through expanded travel and tourism, better cargo shipment, and increased business investment. We in the Clinton Administration are proud to have been your partners in making this expansion possible, and look forward to its success.

One of New York's greatest sons, Franklin Roosevelt, flew from this very airport to accept his party's nomination, becoming the first Presidential candidate to fly. I'm honored to follow in his path, and be here today on behalf of the Clinton Administration. Let me say in closing that Albany's best days, like America's, are yet to come. 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 RODNEY E. SLATER
WHITE HOUSE BRIEFING RE: NEXTEA TECHNOLOGY
JUNE 3, 1997
WASHINGTON, D.C.

Last week, the President was in Europe, commemorating the 50th anniversary of the Marshall Plan. The President said that what America so generously pumped into Europe, to rebuild its nations, would be equivalent to $88 billion today.

Let me ask you to think about NEXTEA this way: it will invest in our nation, twice as much as what the Marshall Plan invested in Europe.

Fifty years ago, with this country still in debt from the war, the United States Congress was bold. Members cast the tough vote that has brought so much good.

Fifty years later, in a very different time, as Congress and the President deal with balancing a budget, the President has also set forth our bold plan to rebuild America.

The President wants to build a transportation system for the 21st century that will bring opportunity to all Americans, a transportation system that will move your products more efficiently, a system that will be good for the environment, and, yes, as you heard, he wants to make $4 billion in technology investments.

Fully half the growth in economic productivity over the last half-century can be traced to research and technology.

You and I know technology will make the 21st century a better place to live. So I say let's make transportation technologies -- like ITS -- the next century's first real technological success story.

- more -

I would like to see ITS in all 50 states, a system from coast to coast, border to border, from urban, to suburban, to rural America.

There are some who question investing transportation funds on technology. They'd say we should put it all in concrete, asphalt, and steel. But we need to find a balance, for it will be technology that helps us solve congestion. That improves safety on our roads. That allows us to build infrastructure that lasts longer and costs less.

And so this Congress, like the one 50 years ago, must choose. We are at a crossroads. The interstate system helped us to build a national economy. But today, we have to find a way to compete -- and to win -- on an international stage.

This legislative proposal will help us do that. It is to speak as much about the next 60 years, as it is the next six years.

So, I thank you for your support, and let me say that in the next few months I will work on a bi-partisan basis, to see that America invests wisely in her transportation system.

Thank you.

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

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ITS AMERICA
JUNE 4, 1997
WASHINGTON, D.C.

Thank you, and hello to all of you.

Since I became Secretary, I've spent a lot of time getting to know the various transportation family members. But I've noticed in my briefing notes, I get these cautions: "They think you're a highway guy."

So, when I speak I always explain how my old job was to build roads that lead to airports, and ports, and train stations. And the audience usually warms up. Then I tell them that now I will be building their projects that lead to the highways. And they really warm up!

I tell you this because, well, it's good to be home, among those who appreciate technology to make our highways better!

As Transportation Secretary, I want to create a transportation policy architecture that will allow us to make decisions in the next few years that will effect our lives for many, many years. Just as the decision to build the Interstate 40 years ago has changed our lives for four decades, so we must make those kinds of bold decisions today.

And clearly intelligent transportation systems will play a role in that architecture. ITS will be much more critical to the transportation system of the 21st century, than has been the case in the past.

President Bush saw the potential, when he created the ITS program office in the Department of Transportation.

President Clinton increased our support of ITS, knowing these investments, like other investments in American technology, will produce jobs, produce growth, produce opportunity. Fully half the growth in economic productivity over the last half-century in America can be traced to research and technology.

As Highway Administrator, I stood with Secretary Peña when he launched Operation Time Saver last year. When he said that in a decade we will put intelligent transportation infrastructure in 75 of our largest metropolitan areas, cutting commute times by 15 percent.

Today, my message is very clear. I am not only committed to meeting that goal, but I will expand it, to reach across the land, so no one is left behind.

I want all 50 states to have intelligent transportation systems in place in 10 years. I want a system from coast to coast, border to border, from urban to suburban, to, yes, rural America, where I come from.

And I want to help America's truck drivers move goods more safely and efficiently.

As the President says: "science and its benefits must be directed toward making life better for all Americans -- never just a privileged few." So, as we expand the goal, I say in the next half century ITS will change the face of transportation for all Americans, forever.

And it will once again prove my long-held belief that transportation is more than concrete, asphalt, or steel ... more than automated traffic signals and electronic toll collection -- it is about providing opportunity. Giving Americans mobility and choices. Allowing them to make connections to jobs, aiding each and every one of us in our enjoyment of "life, liberty, and pursuit of happiness."

I believe we can expand the goal, because I have seen unprecedented progress, as we've all pulled together, to move ITS from a concept to a viable alternative.

Look what we've done in a very short six years:

We have shown that intelligent transportation systems could cut the costs of providing highway capacity by 35 percent over the next decade; and that they could prevent one out of every six accidents -- a million accidents a year. Think about the savings, not only in lives, but in costs.

We have shown these technologies could save transit agencies billions and billions of dollars; they could move cars through toll booths two and three times faster; they could cut the annual cost of every weigh sation in this country by $160,000.

We have supported 80 operational tests, and now are seeing product after product, service after service in the market, as a result. From the _____, to _____ (give examples)

We have identified the technologies that need to make up a national architecture. We are developing the standards for the hardware and software. And, yes, we're building private-public partnerships.

The 21st century highways will be better because of the extraordinary achievements we have made -- together -- to close out the 20th century. We should be proud.

And the President's proposal for the next ISTEA — NEXTEA, as I call it -- continues to fund intelligent transportation systems in a way that will make my goal possible.

The President proposes investing almost $1.3 billion in the next six years to support research, to set technical standards, to deploy these technologies. **Check to see if this is an increase.**

Even more important we have changed the rules. We also have made ITS investments eligible for all major funding categories under NEXTEA's $175 billion program. **Check** So, rather than just trying to get more money and separating it out, we're saying ITS is also eligible for all money, which really gives it access to billions of more dollars.

A lot of people, at first, don't understand the significance of that. They just look at the bottom line for the ITS category. It's like the student who thinks the only way to pay for college is through a check from mom and dad, and doesn't look to scholarships, or work-study programs, or Americorps. So, we have to educate our partners about the possibilities. And really we need to educate ourselves, too, on how to best use the available pot.

And let me say this: I don't think these investments will come a day too soon. You know -- I have spent the past four years of my life living and breathing America's highways. And now President Clinton has given me the good fortune to invest in all of my America's transportation system.

What I see is a series of separate layers of infrastructure, conceived as separate systems, built at different times, for different customers.

How many times have you seen trains and buses that don't meet? How long do we have to use quarters at parking lots, tokens at tolls, and cards for buses? How many signals and ramp meters are there in this country that are not timed together, as we pass from one suburb, to another?

Why do transit systems know their schedules, but not the locations of their buses? Why do rail freight companies track information one way, and truck companies another?

Have you ever seen a map of a big metro area that shows exactly what roads, what buses, what light rail, what trains, what ports, what airports, what transportation options a citizen has to go from point X to Y — all on one map?

Each system has it own information loop, but let me say this: the customer often needs the whole picture.

And intelligent transportation systems can bridge the fragmentation of all these systems, each which works on its own, to work together. We can tie together our transportation systems, like the Internet has tied together information across this nation.

I am prepared to do what I can to make it happen. I am prepared to step up to the challenge, and I hope that you are with me on this. For if technology is going to make the 21st century the best time ever to live, I say let's make ITS the next century's first great technological successes story.

Let me end on this. Last week, I met a couple hundred wide-eyed middle school children in Cleveland. I went there to kick-off my commitment to President Clinton: that in the next four years, my Department, with our private sector partners (that is you) will recruit a million kids to become transportation professionals. And we'll mentor them, so they have the math and science skills to be worthy of the transportation workforce of the 21st century.

I call it the Garrett A. Morgan Transportation and Technology Futures Program. The school in Cleveland was, appropriately named, after Garrett Morgan, the inventor of the traffic signal.

I told these kids that if they think they have problems today, put yourself in Garrett Morgan's shoes -- the son of slaves, born when African Americans were lynched, and not given jobs. Yet with his sixth grade education, he prevailed. He had seen a terrible accident. He wanted to make roads safer. So he invented the traffic signal -- what some could call the first intelligent transportation system.

I say there's a lesson here, too, for all of us in the ITS community. That we, too, can prevail. That you, who see the congestion, who see the safety problems, who see the cost of always pouring more concrete -- will create the marvelous technologies that will change the face of transportation forever.

Our best days are yet to come.

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**
Friday, June 6, 1997

Contact: Kara Gerhardt
Telephone: 202-418-8458

## MEDIA ADVISORY

U.S. Secretary of Transportation Rodney E. Slater will travel to Orlando, Fla., on Monday, June 9, to amplify the department's child safety initiatives through demonstrations and discussions of safety issues with the students of KinderCare Learning Center and their parents, and on highway safety as the keynote speaker at the Lifesavers 15 national conference.

**Secretary Slater's public schedule for Monday, June 9, 1997:**

**9:15 a.m.** Transportation meeting with Congresswoman Corrine Brown and local transportation officials.
Hyatt Hotel, Greater Orlando International Airport,
Briefing Room (lobby level).

**11:00 a.m.** Demonstration and discussion of child safety initiatives, including the proper use and installation of child safety seats.
KinderCare Learning Center at Walt Disney World Village
1825 Live Oak Drive, Orlando, Fla.

**12:00 p.m.** Keynote address at Lifesavers 15 conference
Buena Vista Palace at Walt Disney World Village
1900 Buena Vista Drive, Orlando, Fla.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
KINDERCARE LEARNING CARE CENTER
JUNE 9, 1997
ORLANDO, FLORIDA

**BRIDGETTE STORY**

First, let me talk to the children.

Does anyone know who the President of the United States is? I work for him. And he has two rules he wants me to teach you:

1) The first is: let's say your mom and dad get in the car, and they forget to buckle up. What do you tell you them to do?

2) Where do you sit in a car? Is it cool to sit there -- is that why you have sunglasses on?

Now, if I count to three -- will you show me your routine?

Let me talk to the adults for a minute. The President wants to increase seat belt use in our country. Here in Florida, only 63 percent of drivers buckle up, although it's a little higher in Orange County -- it's 70 percent. We want to see 85 percent buckle up, nationwide.

To achieve that, we want all states to pass primary seat belt laws, where a police officer can stop a driver for simply not buckling. Thirteen states and the District of Columbia have such laws, and clearly they work. Seat belt use rates go up, on average 15 percent.

Last year, Governor Chiles signed a bill requiring kids under the age of 16 to wear a seat belt in the back seat of cars. That is progress.

But let me ask: why should age determine if you wear a seat belt or not? It's important we help children, but we need to help their parents, too. I know Governor Chiles would like to see a primary seat belt law, and he certainly has my support for one.

The second, and final point I want to make to the adults is to praise, a very special Floridian, Lt. Paul Shinholster of the Florida Highway Patrol.

He is what I call a visionary and vigilant worker in highway safety. He saw that a lot of children in Florida did not have child safety seats, because their parents couldn't afford them.

So, he came up with the idea that Florida would have a box on the vehicle registration form, allowing $2 to be added to the cost, on a volunteer basis, which would go toward buying safety seats. He drafted the legislation. He shepherded it through the legislature. And so far, Florida has collected almost $26,000 and purchased more than 700 seats. I thank you, sir, for that.

So buckle up, and as the kids say: the back is where it's at.

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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 RODNEY E. SLATER
LIFESAVERS 15 CONFERENCE
JUNE 9, 1997
ORLANDO, FLORIDA

Two years ago, when I was at Federal Highways, we asked your help in stopping red light runners. From Anchorage, Alaska, to Polk County, here in Florida you said yes, and yes, and yes. I want to start with some good news. So far, red light running crashes are down 24 percent. Thank you for that.

This is Lifesaver's 15th anniversary, which makes you half as old as the Department of Transportation. We are celebrating our 30th this year.

I think it's important to understand our roots. Thirty years ago, in the middle of an unpopular war, President Johnson pleaded the case for a Department of Transportation.

He asked us to remember -- and remember we will -- that more Americans were being killed on our highways than in Vietnam. He appealed to Congress that in the name of 50,000 people who died on our highways, "let's try, try with everything we've got to reduce this slaughter."

If Lyndon Johnson were here he'd be pleased to know 10,000 fewer people die a year in spite of the enormous increase in traffic. But Lyndon Johnson would be telling President Clinton and me: you have a long ways to go. Get more people like Lifesavers to come together and help you.

When I was sworn into office almost four months ago, I thought about the kind of transportation system we want to build as we move forward to the next century.

What kind of visionary policy architecture should we put in place that will allow our transportation system to be more than concrete, asphalt, and steel. But a system that is about people. That provides opportunity for all. That aids each and everyone of us in our enjoyment of life, liberty, and pursuit of happiness.

- more -

So, on the day I was sworn in, I said I had three goals. 1) Safety will be the number one priority of the DOT; 2) that we will invest in our infrastructure to ensure that America's transportation system meets the needs and desires of the American people in the 21st century; 3) that we will use a common-sense approach to running a department so that it works better and costs less.

And I say to you this: you have a partner, not just at the Transportation Department, but at the White House. President Clinton and Vice President Gore are in this, with me.

One of my first acts was to ask Representative Brown, and all of Congress, to increase our budget for highway safety programs by 25 percent in the next six years.

Let me put this in perspective: in Washington, we are for the first time in 30 years going to balance a budget -- for the first time since there's been a Department of Transportation. That means many budgets are being cut. So asking for 25 percent more money is doing very well.

Then two months ago, I set a national goal to increase seat belt use. I did it at the White House -- and I was joined by about half of all former Transportation Secretaries, my predecessors, Republicans and Democrats. That is how important this is.

Today, seven of 10 Americans buckle up. I want nine out of 10 by 2005. I want the 21st century driver to wear seat belts. Airplanes don't take off until everyone is wearing seat belts, so why should we drive cars without buckling up?

I want you to help pass primary seat belt laws in every state, so an officer can stop a driver for no other reason than they aren't buckled.

Clearly, when these laws are enforced -- they work. States with them have, on average, increased seat belt use rates 15 percentage points.

Look at Canada. At Australia. At Western European countries. They have primary enforcement, and 90 percent of their citizens wear belts.

Since we made the announcement, Maryland and the District of Columbia have enacted primary seat belt laws. And I thank Carolyn Hanig, our wonderful mother from Oklahoma, who in the deepest pain, got Oklahoma to pass the primary seat belt law. The good of America is that people like you can find the strength to make a difference, and we all thank you.

I also want to thank the Air Bag Safety Campaign, for teaching Americans that children should be buckled properly and sitting in the back seat.

My predecessor, Secretary Peña, helped to set a very ambitious goal of reducing alcohol-related fatalities from 17,000 to 11,000 by the year 2005. Let me say: I support that goal, and like the President, like Mothers and Students Against Drunk Driving, I am troubled about teenagers driving under the influence of alcohol and drugs.

In 1995, when fewer than half the states had zero tolerance laws for teenagers, President Clinton called on Congress to enact legislation making it the law of the land. And they did. If it's illegal in every state for young people to buy alcohol, it should be illegal to drive with any alcohol.

As a result of the President's efforts, 40 states and the District of Columbia now have zero tolerance laws, and we expect more to follow. In fact, Governor Romer signed the Colorado zero tolerance law just last week.

The President asked me and some of the other agencies in the Cabinet, to see what more we can do about teenagers driving under the influence of drugs. Two-thirds of teenagers say they personally know someone who has driven a car after using marijuana or another drug. We need to deal with this problem.

So, we want to experiment in a few states with the concept of asking new drivers' license applicants to voluntarily take drug tests. And I hope you join with me on this.

And let me tell you about two more programs under way:

First, I am committed to continuing the efforts to close highway-rail grade crossings. Since 1991, we have closed 24,000 grade crossings -- more than 8 percent of all crossings. And we will keep closing crossings as we move toward our goal of closing 25 percent.

This effort is working. I am happy to report that in 1996, there was a 16 percent reduction in the number of fatalities at crossings. That is a significant improvement in safety.

Second, we will continue to build safe communities across the country -- where you bring together concerned citizens, medical and health workers, elected officials, business people, police, and safety advocates -- all working together to prevent traffic injuries.

Secretary Peña started this concept two years ago. Today, there are almost 300 safe communities, and we want to double that by 1999.

And I have asked all areas in the Department of Transportation to work together, in building safe communities. This way we don't just focus on traffic safety, as important as that is. But we need to focus on children and adults, whether they are boating, riding a bike, or at a railroad crossing.

Along these lines, in November in Washington, we will host a Moving Kids Safely Conference, to be followed by 10 regional conferences around America.

Let me end on this -- a concept Dr. Martinez has championed. When cars hit each other, because one of the drivers was drunk, that is not an accident. When kids get hit by a train, because they're trespassing on a track they shouldn't be on, that is not an accident. These are all preventable acts.

Lifesavers know that. Because of you -- many Americans will not be injured. There are people whose lives you save who may never know you. They may not know you ever helped them, or how, but they owe a great deal to you.

And so does America.

Thank you for being our partners. I look forward to working with all of you, and knowing that our best days are yet to come.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
Transportation Meeting
JUNE 9, 1997
ORLANDO, FLORIDA

Speakers:

1) Bob Hattaway, Chairman, Greater Orlando Aviation Authority, 2) Orlando Mayor Glenda Hood, 3) Linda Chapin (Orange County), 4) Dick Batchelor, 5) Rep. Brown, 6) You

- Here to listen and learn (later speak at Lifesavers, visit kindercare)

- Wanted to mention a few points:

  1) Transportation system for 21st century

  2) 3 Goals of DOT

  3) Policy Architecture

- NEXTEA

  -- Florida, the tourist capital of nation, has great needs

  -- Of $175 billion, $5.8 billion in Florida ... 39,000 jobs

  -- Some of you have sincere concerns with our formulas, but, it keeps:

     -- flexibility

     -- innovative financing (Florida has SIB)

     -- transit capital (helps Orlando)

     -- CMAQ

     -- Enhancements

- Want to end, by announcing the Florida DOT will receive a grant, totalling almost $1.4 million to assist with implementing tough programs against drunk driving.

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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, June 6, 1997

Contact: Kara Gerhardt
Telephone: 202-418-8458

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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 RODNEY E. SLATER
SCENIC BY-WAYS TASK FORCE
JUNE 11, 1997
WASHINGTON, D.C.

This is the 30th year of the Department of Transportation, and when I came into office, I asked how can we build a vigilant and visionary Department for the next 30 years?

How can I make transportation more than concrete, asphalt, and steel. And make it about opportunity; mobility; jobs; about the quality of our communities; about preserving the diversity, history, and scenic beauty that has defined this country.

So, at my swearing in, I said I had three goals: 1) Safety will be the number one priority; 2) that we will invest in our infrastructure to ensure that America's transportation system meets the needs and desires of the American people in the 21st century; 3) that we will use a common-sense approach to running a department so that it works better and costs less.

Before our friends in Congress is the President's $175 billion NEXTEA proposal, ISTEA's replacement, legislation to set these goals in motion. To determine how much we will invest in highways and transit, and, yes, in scenic by-ways.

The scenic by-ways program may be a very, very small part of ISTEA, but clearly it has been one of the most successful parts. Under ISTEA, 18 states established new scenic by-ways programs, 11 states up-graded their existing programs, more than 550 projects were undertaken, and we named our first 20 routes as National Scenic By-ways or All-American Roads.

What we want to do in NEXTEA is build upon the successes under ISTEA.

First, we want to increase the investments -- from $14 million a year to $15 million.

- more -

Second, we want to expand the program eligibility, so money can be used for marketing and promotion, which will expand tourism opportunities.

Third, we want to see more donor states participating. There is a disincentive for them now, so we want to remove scenic by-ways from the minimum allocation calculations, and this will bring more into the fold.

Look around this room. And you see the scenic by-ways have many friends and supporters. It's one of those rare programs that even journalists love. The Department of Transportation doesn't get too much praise from the press, so we'll take the praise!

Americans love this program, because we love our land, our lakes and blue skies, our natural heritage, our highways with the stunning landscapes and beauty that allow people to celebrate and experience the diversity of America.

They're more than scenic beauty. They build upon the cultural and historic significance of our nation. For our roads belong to the people.

There is another side to scenic by-ways, and that is what they can do for our economy and creating jobs in communities throughout the country.

Tourism generates $400 billion a year in economic activity. It's our third largest employer. Millions of people come from across the country, across the globe, to see America. And 90 percent of them use our highway system.

Let me end, with one last point. I believe, scenic by-ways are a model of how this Congress should work -- together. They have Republican support and Democratic support.

They are national treasures that go way beyond partisan politics, to put the opportunities for the American people first.

And I want to say to all of you who will be working or voting on the legislation, I want to work with you to ensure that one of the smallest programs under ISTEA, remains a huge success in the NEXTEA.

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 RODNEY E. SLATER
NATIONAL NEWSPAPER PUBLISHERS ASSOCIATION
JUNE 12, 1997
NORFOLK, VIRGINIA

I will be accompanying the President, on Saturday to San Diego, when he makes a major announcement on race relations. I want to preview that speech for you, and really ask for your involvement.

The President will appoint an advisory board, with seven prominent Americans. They are people who have given voice to the race issue over the years. Who have extended their brain power as well as their energy. People who can help the President chart a course of action, and can pull together a coalition that will enable him to get things done. The intent here is not rhetoric, it's a matter of challenge and response.

Let me also say there will be a number of other people -- beyond the seven -- who will be engaged.

The President also plans to hold four town hall meetings, in different regions of the country, so he can participate in a dialogue with the American people.

The effort is not merely to discuss what he as President can do; what the executive branch can do; or what Congress can do. It's a matter of discussing all of that. And then challenging the American people, wherever you find them -- in churches, synagogues, businesses, or the 11 million readers of African-American newspapers -- to be involved in reconciliation and in community building projects.

Like Lincoln who challenged us to think anew and act anew, President Clinton will cause us to dream anew.

Also, the President plans to issue a report to the American people next summer, in which he will present his vision of One America.

- more -

This will take into account all that he's heard and provide recommendations and solutions that allow all of us to build on the best possibilities.

I want you to know -- and this is very important -- that the President wants to be intimately involved himself.

This issue began a long time ago for the President.

When he was a little boy, his grandparents owned a store, where more than half the customers were African-Americans. And he got to see how his grandfather and grandmother would treat African-Americans with respect and dignity. But he knew that while that was their treatment inside the stores, it was not that kind of treatment, in the deep south, in the city proper. African-Americans did not have sidewalks, they had ditches. The streets were not of any width, they were not paved -- and he saw that.

And when Martin Luther King gave his I Have A Dream speech, President Clinton was living in Washington, and he saw what was going on.

When I first came to know of him, I was in law school at the University of Arkansas, in the late '70s, and he and his wife were law professors. And I would hear other African-American students talk about them, telling me how they were the professors doing the thinking about all of this. They were the ones encouraging African-Americans, that through the law, you can make a difference.

And when he became Attorney General, he took many students with him. And it wasn't just one African-American, or one female, it was a number of students, because he knew you can't integrate with one.

I saw him in 1982 run for Governor. That was after he had lost the previous election. So he was not running from a position of strength. And he went into Eastern Arkansas, where his strongest support base was, and he risked losing the entire election. Why? Because he said that he would not come to any more segregated campaign events. After he said that, I remember we even had trouble finding a location to hold the event. We finally ended up holding it in an airport hangar.

His objective was not just to win an election. His effort was to win and be able to govern, which would require African-Americans and whites to come together.

And I saw him do a parallel thing during the 1992 campaign for the presidency. He made two major speeches -- one in Macomb County, outside of Detroit, and one right in the center of Detroit.

What was striking was this: the President's message was almost exactly the same -- for two very different audiences.

The message was that if we're going to get America back on track -- out of the recession of the early 1990s -- then whether our heritage is African, or Polish, or Italian, or Jewish, or Arab -- we need to realize we're all in this together -- as Americans. And we will either succeed together or fail separately.

He wanted those in Detroit to reach out, and those in the suburbs to reach in. That is what Mayor Archer has done, and it clearly has made a difference in that community.

One point Dr. King was coming to grips with after he gave his I Have A Dream speech in 1963 -- and then seeing the Civil Rights Act and the Voting Rights Act -- was this: it was going to take more than that. It was going to take more than a change of law, as important as that was. It would take a change of heart and spirit -- and the President knows that.

What the President has focused on in the past four-and-a-half years is providing opportunity. Adding to the bounty. He has challenged all Americans to be a part of that and to take responsibility.

He has moved 3 million Americans from welfare to work. He has dealt with the crime problem, it is down five years in a row, and he did it by providing for prevention, as well as punishment.

One point seven million more African-Americans are employed today than four- and-a-half years ago. We've seen the largest drop in income inequality in a quarter of a century.

The President believes in mending, not ending affirmative action. Let me say what that means in the Department of Transportation. I hope in the next six years minority- and women-owned businesses will construct $20 billion in highways and transit systems.

The President's number one priority in the second term is education, where people can build their own capacity. I plan to visit the toughest schools, recruiting

one million kids to go into high-paying transportation jobs, and bringing in private sector partners to mentor them in the needed math and science skills.

In fact, I call the program the Garret A. Morgan Transportation and Technology Futures Program, after the inventor of the traffic signal.

Perhaps you know Garrett Morgan better as the son of former slaves, who in 1920, started the Cleveland Call, and spent a lifetime not only as an inventer, and businessman, but as a fighter of racial prejudice.

My point is that all that the President has done in the past is to focus on creating an atmosphere where opportunity is growing. And he has asked people to work responsibility in that context.

Now what he's doing is creating a larger sense of community, where people are encouraged to look beyond their personal interest, and to look to the broader larger interests of the nation as a whole.

It is consistent with the bridge that will take us to the 21st century. He wants us to engage in constructive dialogue. To study and to better understand why we act sometimes as we do, and engage us in the kind of actions that will move the country forward.

Actions, like apologizing as he did to the Tuskegee men. Actions, like calling for an all-out assault on hate crimes, and to punish offenders swiftly and severely, and to do more to prevent the crimes from happening in the first place.

And as the President engages all the American people, and I want to end on this, I encourage you to reach out to your readers. To remember as the Freedom's Journal said 170 years ago: "We wish to plead our own cause. Too long have others spoken for us."

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:**
Friday, June 13, 1997

CONTACT: Kara Gerhardt
202-418-8458

## MEDIA ADVISORY

U.S. Secretary of Transportation Rodney E. Slater will be traveling to Kings Point, New York, to give the commencement address at the Merchant Marine Academy at 10:00 a.m. on Monday, June 16, 1997. Following the commencement the Secretary will travel to Minneapolis, Minnesota to give the keynote address at the Small Railroads and Economic Development Dinner.

**Secretary Slater's public schedule on Monday, June 16, 1997**

**10:00 a.m.** **Commencement Address**
U.S. Merchant Marine Academy
King's Point, NY

**6:30 p.m.** **Keynote Address**
Small Railroads and Economic Development Dinner
Radisson Hotel Metrodome
615 Washington Avenue, S.E.
Minneapolis, MN

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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, June 11, 1997

Contact: Kara Gerhardt
Tel.: (202) 418-8460

**STATEMENT OF U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER ON PRESIDENT CLINTON'S INTENTION TO NOMINATE JANE GARVEY AS FAA ADMINISTRATOR AND GEORGE DONOHUE AS FAA DEPUTY ADMINISTRATOR**

As we work to become a visionary and vigilant Department of Transportation for the 21st century, Jane Garvey and George Donohue are the right team to move forward on the bold FAA reforms we need to keep our aviation system the world's safest.

Jane's tremendous management and financial expertise, combined with George's innovative technology and procurement reforms, will provide the strong leadership the FAA needs during a time of dynamic growth in the aviation industry.

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**REMARKS WERE NOT DELIVERED**

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
URBAN COUNTY OFFICIAL MEETING
JUNE 12, 1997
WASHINGTON, D.C.

1. Jane Garvey, I know just spoke on NEXTEA. I had been out of town, and wasn't sure I'd be back in time, but I made it and wanted to drop in, because of the priority counties are for me. Counties own or manage one third of our airports ... own or govern one-fourth of transit authorities ... and own and maintain more miles of road than any level of government.

2. Secretary Shalala just told you welfare reform is succeeding. We see transportation as "to" in welfare to work

-- only 6 percent have cars

-- do better at providing link

-- $600 million

3. CMAQ

-- I know how strongly you object to unfunded mandates.

-- This is a funded one. It's working.

-- Up 30%.

4. Decision making

-- What's being ignored in debate over size and fair share, is vital importance of maintaining decision making role of local governments -- and how best to spend these funds.

-- Some states want flexibility to stop at state house door. We believe those closest to the problem are in position to make best decision -- and that is at the county and local level.

# # # #

U.S. Department of Transportation
Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

**June 11, 1997**

## Statement of Jane F. Garvey
## Federal Aviation Administrator-Designate

"I'm honored that the President has asked me to take on a new challenge, one of such importance to America's future. Maintaining a safe and secure air travel system in a period of vigorous growth is crucial, and I'm confident that, in cooperation with Congress and our partners in the aviation industry, the FAA can make the world's safest skies even safer. If confirmed and so honored by the Senate, I look forward to working with Vice President Gore, Secretary Slater and the fine men and women of DOT and the FAA in getting the job done, carrying the President's charge and leading the FAA into the 21st century."

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U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

June 11, 1997

# STATEMENT OF GEORGE L. DONOHUE

I am honored, both personally and professionally, at being selected by the President for nomination as deputy administrator of the Federal Aviation Administration. I am looking forward to helping the President, Vice President, Secretary Slater and Ms. Garvey address all the issues facing the FAA from the broader perspective of the deputy's office. Together, I am confident we can make the world's safest aviation system even safer as we approach the 21st century.

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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 RODNEY E. SLATER
SMALL RAILROADS AND ECONOMIC DEVELOPMENT
JUNE 16, 1997
MINNEAPOLIS, MINNESOTA

Congressman Oberstar asks me to visit Minnesota as frequently as I can, and he told me: Rodney, if you can do only one thing for me all year, he said you need to come to this meeting. It is that important.

Coming from a small town in Arkansas, I know the role you play to small communities, allowing them, really, to survive. So, I am very glad to be here, and to listen and learn from you.

Since many of you are from states that had the terrible floods, let me begin by saying how relieved the President is that those who so badly need flood relief funds can now get them.

Your problems may have come off as small to some in Washington, but they aren't small to those suffering. I saw first-hand the horrible devastation. And I can tell you that my staff in the DOT field offices will turn around your requests on an immediate basis.

This morning, I was in New York, giving a commencement address at the Merchant Marine Academy. It is part of the Department of Transportation. I told the graduates that today is a special day not only for them, but for me.

Four years ago, on this day, I was sworn in as Federal Highway Administrator. That hadn't been in my plan when I graduated from college 20 years ago. Nor had it been in my plan to be a member of the Cabinet, advising the President of the United States and running a federal agency with 100,000 workers.

It has been a wonderful four years for me, working for the President, who has put us in a position for the first time in almost three decades to balance a budget.

- more -

In four years, the President has moved 3 million Americans from welfare to work; every year he has been in office, the crime rate has gone down; 12 million more Americans are employed today than when he took office; and in the rail industry, traffic and profits are up.

We've seen the largest drop in income inequality in a quarter of a century, meaning more and more people are benefiting from economic growth.

The President wants to make education the most important domestic issue in our country.

And the President wants to preserve our investments in our infrastructure. Under his leadership, we have invested more in infrastructure than at any time in American history -- all the more remarkable, considering we did so while cutting the budget deficit by 77 percent.

When I became Secretary, four months ago, I asked how can we build a vigilant and visionary Department of Transportation?

How can I make transportation more than concrete, asphalt, and steel. And make it about opportunity; mobility; jobs; about the quality of our communities.

So, at my swearing in, I said I had three goals: 1) Safety will be the number one priority; 2) that we will invest in our infrastructure to ensure that America's transportation system meets the needs and desires of the American people in the 21st century; 3) that we will use a common-sense approach to running a department so that it works better and costs less.

Before Congressman Oberstar and the rest of the House is the President's $175 billion NEXTEA proposal, ISTEA's replacement, legislation to set these goals in motion. To determine how much we will invest in highways and transit, and, yes, in rail in the next six years.

The $175 billion is an 11 percent increase over the prior six years, and in these times of budget balancing, that is very good.

Of the $175 billion, $7.5 billion will be invested in the states represented here -- Minnesota, Wisconsin, Iowa, and both Dakotas. And that would support 50,000 jobs in this region.

We're calling our proposal NEXTEA -- the National Economic Crossroads Transportation Efficiency Act. Why crossroads? Because the interstate system that President Eisenhower put in place helped us to build a national economy. But today, we are at a crossroads and we have to continue to find an edge as we Americans compete -- to win -- on an international stage. This legislative proposal will help us do that. It is to speak as much about the next 60 years, as it is the next six years.

Let me mention a few features that are of particular interest to you.

First, the President's proposal provides $150 million, per year, to fund State Infrastructure Banks. These are banks that will provide low interest rate loans. I know how difficult it is for short line railroads to get loans. Many of your rail freight projects, because they generate revenues that could pay these loans back over time, are excellent candidates. On Thursday, I will be at the White House, announcing the states that will receive funds to start banks. All the states represented here have applied, and let me say this: you will be happy with my news!

Second, in NEXTEA, environmental funds that would allow investments in rail to reduce highway congestion are up 30 percent (we call them CMAQ funds); funds for new light rail construction are up 17 percent; for the first time, we are proposing a long-term stable funding source for Amtrak -- almost $5 billion; and we've retained funds to continue to close highway-railroad grade crossings -- an effort that has drastically improved safety. In fact, here in Minnesota, deaths at highway-rail grade crossings fell 26 percent last year.

Third, NEXTEA will cut red tape to give states the flexibility to build projects they want, not which Washington dictates.

Fourth, and I mention this because Congressman Oberstar has such a deep belief in this. The President's proposal will increase funding for preserving national scenic byways and bike paths by 35 percent.

These programs cost relatively little, but greatly improve the quality of our lives. The Congressman and I are very much of like minds on this, and clearly after anyone drives the Minnesota Edge of the Wilderness, they would be, too.

One other point about NEXTEA important to me, is we propose providing $600 million to make sure people getting off welfare have public transportation to get to jobs. Many people think this is an urban problem, but 20 percent of welfare recipients live in rural America. And only six percent of all welfare recipients have

cars. Transportation is the "to" in the phrase "welfare to work," and we need to be innovative in providing transportation.

As our proposal goes through the legislative process I will be working closely with Congressman Oberstar. He is, of course, a national leader on this.

And I'll be working on a bi-partisan basis, with Republicans as well. Transportation should never be a partisan issue. For we're building more than roads and bridges. We're building a nation.

And I want to end on this tonight. President Clinton, supported by three former presidents -- Republican and Democrat -- recently launched a major effort to boost volunteerism.

The President announced my goal for the Department of Transportation to reach a million kids. I call it the Garrett Morgan Transportation and Technology Futures Program. Garrett Morgan was the inventor of the traffic signal -- whose achievements served as a model of dedication to public service, and public safety.

I'll be asking all of my employees, as well as professionals in transportation around the country, to reach out to our youth, to have a conversation with our children, to tell them about what you do, to fire them up about wanting to make transportation a career, to tutor them in math and science so they have the skills they need.

In my life, I had a lot of people who cared. There are a lot of young boys and girls, who need to know, yes, that they can achieve greatness; yes, what we do is important; and, yes, with them and all of you, the best days for our country's transportation system are yet to come.

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 RODNEY E. SLATER
U.S. MERCHANT MARINE ACADEMY COMMENCEMENT
JUNE 16, 1997
KINGS POINT, NEW YORK

I recently learned, the first act of Congress, the first act of the first session of the House of Representatives was a maritime bill. I hope in my first time before America's Mariners, I can do as well today!

While this is my first time, unfortunately, it is one of Admiral Herberger's last, as he retires at the end of this month. Somehow I doubt, though, that this is the last you'll see of him. Not after a distinguished 42-year career that began as a Kings Pointer.

Admiral Herberger leaves as his legacy 260 vessels constructed under the shipbuilding loan guarantee program. And he leaves the landmark Maritime Security Act. It is important to all of you because it ensures America will continue to have American-flag ships, crewed by loyal American merchant mariners, to meet our nation's defense and economic requirements.

And let me say in my time in office, I will work to make sure Congress funds the Maritime Security Program, each and every year!

No one has worked as hard as Admiral Herberger to prepare the merchant marine to play the role it has to play. Admiral, if you could please, step up here. I have not a diploma, but a beautiful plaque. It reads: "A King Among Kings Pointers whose deeds as well as words forged America's maritime agenda for the 21st century."

This is also a special day for me. Four years ago today I was sworn in as Federal Highway Administrator. That hadn't been in my plan when I graduated from college 20 years ago. Nor had it been in my plan to be a member of the Cabinet, advising the President of the United States and running a federal agency with 100,000 workers.

- more -

My plan, my dream, had simply been to play a part in developing our nation's policies. To make certain that all Americans -- black and white, Hispanic and Asian, Catholic and Jew -- all had the chance to live the creed promised by our constitution: the pursuit of life, liberty and happiness.

My point to you is that plan as you may, it's really difficult sometimes to anticipate where you're going four or eight or 20 years from now.

You will face challenges and frustrations. But the secret is to find yourself always going forward. However you might define that. Taking on a challenging new job. Seeing the good in the men and women you command and praising it. Seeing the wrong in something and fixing it.

And never forget those dreams, mighty dreams often come true. They help guide you, as they have guided me, along the highway of life.

Do you remember, when you applied to the Academy? You, too, focused on your dreams in the essays you had to write on why you wanted to be a Merchant Marine officer.

I looked up your answers. I want to remind you of a few of them.

One of you said duty, honor and country were the motivation for attending the Academy. Another said that upon graduation: "you leave with not only a degree, but with a character blueprint for life." Indeed, few institutions offer a program like Kings Point.

"I view an Academy graduate," another wrote, "as someone who puts a measure of good into the world, reaches for her goals, and accomplishes her mission." I can't think of a better dream for a young woman -- or for a young man -- about to pin on an ensign's bar.

Let me add: I'm proud 10 percent of today's graduates are women. I am proud 33 percent will be commissioned as officers on active military duty in all branches of the armed forces; and the rest will be commissioned in the U.S. Naval Reserve.

You know, Franklin Roosevelt, when he dedicated the academy 54-years ago, said there have been no finer traditions than those of America's seafaring men and women. He said: "They and their gallant ships laid much of the foundation on which our nation has grown to the America of today."

I say to the Class of 1997, thank you for your commitment to uphold the academy's motto of "Deeds not Words" -- Acta Non Verba.

By your commitment, the 200-year tradition of serving American commercial interests will continue into the 21st century.

By your commitment, we will meet the demands of technological advances sweeping America's Merchant Marine and allied transportation industries.

By your commitment, we will continue to protect our national security interests. We depend on our sealift to move 95 percent of material required in a major regional conflict.

And a strong American Merchant Marine is the best way we know to guarantee the job gets done. This was clearly shown during the Persian Gulf War when 5,000 merchant mariners and over 150 cadet midshipmen sailed the ships supplying our armed forces.

When the academy opened some 50 years ago, the world was in the midst of a horrible war. Thousands of officers left here to serve in the war. 142 gave their lives. And in their memory, a flag bearing the number 142 is carried by the Academy's color guard to this day.

And when the war ended, we took a radical approach that endures today: the way to end war, and to prevent it, is to build for a strong peace. The Marshall plan to rebuild Europe showed the good in America. We sent billions in aid, to our allies and our former enemies alike. We sent help, not to benefit ourselves, but to share our beliefs in democracy.

And in 50 years, the world has changed. Yes, it is more democratic. Yes, more prosperous. And our alliances deeper, whether you look at NATO, or at our neighbors in Latin America, or the great industrial powers who President Clinton will host for a summit later this month in Denver.

Now, we stand at the threshold of a new century. We are entering an age of limitless possibility, in which you must think anew and act anew.

That means you must create a dream for the merchant marine as enduring as the dream George Marshall created half a century ago.

As leaders and officers, you must figure out what our country will do when it trades more, as it will. You must figure out how to build a fleet with technologies that, well, merchant mariners today can't even imagine. And now it's your turn to give us a lesson on how to build a Merchant Marine that costs less and works better.

And I'll end on this. As you leave Kings Point, remember your obligations as good citizens.

President Clinton, supported by three former presidents, recently launched a major effort to boost volunteerism. General Powell was in Philadelphia for the announcement. And he looked out at 5,000 kids dressed in T-shirts, ready to clean the streets of Philly, and he said: "It's good to have an army again!"

The academy, to its credit, has a history of doing volunteer work in the community. You go out to local scout troops and share your expertise. Some midshipmen find time to raise money for the Muscular Dystrophy Association. And the academy is the single largest source of blood donations on Long Island.

Ladies and gentlemen, it's good to have a sea of volunteers who believe we cannot fully achieve our ambitions until we help others fulfill their ambitions.

The President announced my goal for the Department of Transportation, to reach a million kids. I hope you join us. I want you to tell our youth about what you do, to fire them up about transportation, about building and sailing ships, about transporting America's cargoes across oceans and along waterways.

There are many young people out there, not as fortunate as yourselves, who need to know that they can achieve greatness. They need to now that what we do is important, and exciting. And yes, that with them -- and all of you -- the best days of our country, as a great maritime nation, are yet to come.

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 RODNEY E. SLATER
CEREMONY HONORING ALEX HALEY
ON THE 20TH ANNIVERSARY OF ROOTS
JUNE 17, 1997
WASHINGTON, D.C.

Thank you Admiral Kramek. To all of our congressional members -- Representatives Juanita Millender-McDonald, Danny Davis, Sheila Jackson Lee, Harold Ford, Eleanor Holmes Norton, Cynthia McKinney, and James Clyburn. To Mr. and Mrs. George Haley (let me say of George, 20 years ago, when Roots came out, I was in college, applying to law school, and I followed George Haley's roots to the University of Arkansas, and he has been my mentor ever since); to my friend Julius Haley and his son Christopher; to Lois Ann Haley and her husband Mr. Butts; and to Jasmine Guy, thank you for being here.

I begin with two announcements.

First, so that we can carry Alex Haley's legacy into the 21st century, I am pleased to announce that at the earliest opportunity, we will commission a Coast Guard cutter, to be named "The Alex Haley." Two hundred thirty years ago this fall Kunta Kinte, chained to the slave ship the Lord Ligonier, arrived in Annapolis against his will. How proud he would be to know that his great-great-great-great grandson's name will sail the seas for America in the next century. America is doing right.

Second, Africa is very different today, than when Mr. Haley visited. President Clinton wants to integrate Africa more fully into the global economy and will begin to do so today with the formal announcement of a U.S.-Africa trade and investment initiative, and will do so on an even broader scale when he raises the issue among the G-8 in the next few days. So, I commit to bring the Department of Transportation to focus more on Africa, and I am pleased to announce that I plan to visit Africa, soon.

- more -

Often, when you make a career out of something, that is the thing that helps to define one's life. To be sure, that is what happened to Mr. Haley and the Coast Guard. Everything about the Coast Guard that is the essence of its being is what he carried with him in all of his contributions thereafter: the sense of duty; the understanding of service to our country; the ability to look beyond one's self, and put it all on the line -- and sometimes as we so tragically saw this past week, that means losing four of our best off the northern California coast.

And so in judging Mr. Haley's contribution through his book, you can readily assume it was not just for him. It was a story not just about the Haley family. He was speaking as much about the Coast Guard family, as the DOT family, as the family of the nation. His book was actually titled: "Roots: The Saga of an American Family." He was speaking about the various roots that come together to make America one. Yet, 20 years after Roots, this is a nation that still struggles with the full meaning of its great diversity.

On Saturday, I had the honor of standing by the President as he began a dialogue with the American people on race relations. As Lincoln who challenged us to think anew and act anew, President Clinton will cause us to dream anew, believing that our best days are yet ahead of us. I have watched the President for 20 years on this issue, speaking about it when others did not. When I first went to work for him, what impressed me was that when he hired, it wasn't just one African American. Not just one female. He was willing to offer opportunity and responsibility to a number of people -- a pattern that has continued throughout his life.

I tell you this, because what strikes me about the President is the very point I make about Mr. Haley. That the career you choose, and the experiences of your life stay with you. The seed of that experience can be seen in the product Roots; and heard in the voice the President brings to race relations today.

Let me say this: I hope, as Transportation Secretary, I can with your help, create a DOT family whose good that we experience today will carry forward in whatever we do in the 21st century. If I may say this in front of the Haley family, I believe one of the things that would please Mr. Haley most is to know that we are creating a strong Coast Guard, as an integral part of a visionary and vigilant DOT for the 21st century. Putting excellence and equal opportunity center stage. Providing an environment that will allow everyone to reach his or her full potential. Working affirmatively to make DOT an employer of choice.

Some time back, and I want to end on this, I visited the family home of Mr. Haley in Henning, Tennessee, and I read the great epitaph carved on his gravestone just to the side of the porch, where he first heard the stories. The epitaph: Find the Good and Praise It.

We thank you, Mr. Haley, for finding the good of America, and on behalf of the entire DOT family, we praise you.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SENIOR EXECUTIVE SERVICE
JUNE 17, 1997
WASHINGTON, D.C.

I've discovered as Secretary of the visionary and vigilant DOT, SESers aren't always vigilant about communicating with me items I might find of interest.

But word has gotten back: Rodney, your staff thinks you speak too long. So your vigilant Secretary will be briefer today!

It was four years ago, yesterday, when I was sworn in as Federal Highway Administrator. What I learned in four years is that I would not be where I am, had it not been for the good people of FHWA, and now the good people of the entire DOT family. As you know, I believe in finding the good and praising it, and I offer you much praise tonight.

You are the leaders of this Department. I look to lead by following you.

There are times, when I don't have time to read a paper, when I don't have time to think. But you are there, guiding me, counselling me, creating policies that do me, and this country, and the President well.

I am preparing a memo to send to the President about our accomplishments so far. They are many, and they clearly put in motion the goals that I have established for the DOT: 1)Safety will be the number one priority of the DOT; 2) that we will invest in our infrastructure to ensure that America's transportation system meets the needs and desires of the American people in the 21st century; 3) that we will use a common-sense approach to running a department so that it works better and costs less.

What is striking is how many times in the last four months, the President or the Vice President have participated in announcing our initiatives.

The President announced NEXTEA, which has received a warm reception on the Hill ... at the White House, we announced our goal to increase the use of seat belts ... the President and Vice President talk often about our program to move people from welfare to work ... in Philadelphia, the President announced our Garrett A. Morgan Technology and Transportation Future's Program, to recruit a million kids into transportation careers ... in Costa Rica, the President announced the signing of open skies agreements with several Central American countries ... on Thursday, the Vice President will announce the awarding of our state infrastructure banks.

My point is, what you do is important. It is important to me; to the President; to the American people.

And in the next few years, I will look to you -- to each of you -- to help develop more policies that carry forward the President's agenda. We are, with your help, preparing our strategic plan, and that is very important in shaping the DOT for the 21st century.

I want to announce today that I plan to meet in smaller groups with as many of you as I can. I expect you to come in with your ideas, fresh thoughts on how we can make the Department the visionary and vigilant place we all want it to become.

Let me end on this. Later this summer, at the University of Texas, we will honor President Johnson for starting the Department -- and Mrs. Johnson, for her work to beautify America's roads.

President Johnson created the Department 30 years ago because of his commitment to safety, but also because he knew if he could only get us together -- highway, and aviation, rail, and sea -- we could create a transportation system worthy of America.

As I learn more about all of you, as Jane moves over to the FAA, as we develop a shared sense, I hope we can truly bring that vision to reality.

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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 RODNEY E. SLATER
NEW ZEALAND OPEN SKIES AGREEMENT
JUNE 18, 1997
WASHINGTON, D.C.

Minister Shipley -- it is an honor and pleasure to sign this open skies agreement with New Zealand.

Let me say that when the United States began negotiating open skies agreements, New Zealand was among the very first non-European partners to express an interest. You are a pioneer. And because of your interest in eliminating economic restrictions in aviation, together, with our other Asian open skies partners, we can now bring the benefits of increased competition to our consumers.

Later this week, we will be signing agreements with Brunei and Malaysia. And the global momentum continues to build toward the creation of free and open markets, where airlines have greater opportunities to increase passenger and cargo services, offer new service options, and lower ticket prices.

Madam Minister, I understand that New Zealand is now negotiating an open skies agreement with Singapore, another of America's open skies partners in Asia. I applaud your efforts. Through these networks, we can create in the 21st century the President's vision of a global open skies, so that aviation can pull the world closer together in the coming century.

As the great Interstate highway system tied America together in this century, I believe in the next century, aviation will tie the world together.

But it will happen only if pioneers like New Zealand pave the way through open skies agreements between many nations. Madam Minister, I intend to speak out for global open skies, to work with our partners so that we may together advance this objective. And I know our friends in New Zealand will join us.

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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, June 18, 1997**

**Contact: Bill Vincent**
**Tel.: (202) 418-8460**

## MEDIA ADVISORY

As a means of spurring infrastructure investment, U. S. Secretary of Transportation Rodney E. Slater, June 19, will announce that additional states have been approved to participate in the department's state infrastructure banks (SIBs), and that funds will be provided to these states to finance projects such as roads, bridges, and mass transit systems.

The announcement will be made at the Old Executive Office Building.

Ten states were originally approved to participate in the SIBs project. DOT requested and Congress approved expansion of the program that will permit states to begin projects with federal funds and a matching non-federal contribution. Once the project is completed, funds are paid back into the SIB through revenues generated by the project. Participating states have already designated $80 million in federal funds and have raised over $42 million in matching funds for capitalization of their SIBs.

**WHO:** Rodney Slater, U.S. Secretary of Transportation

**WHAT:** Announcement of additional SIB participants

**WHEN:** Thursday, June 19, 1997
10:00 a.m.

**WHERE:** Old Executive Office Building
Room 450

***Reporters wishing to cover this event should enter through the northwest gate on Pennsylvania Avenue and report to the White House Press Briefing Room by 9:15 am. Press without White House credentials should provide name, Social Security number, and birth date no later than 3:00 pm, on Wednesday, June 18, to the DOT Office of Public Affairs at 202-418-8460.***

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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 RODNEY E. SLATER
STATE INFRASTRUCTURE BANKS
JUNE 19, 1997
WASHINGTON, D.C.

Investment in transportation infrastructure has been going up. From 1990 to 1993, we invested an average of $21.1 billion a year. Under President Clinton's and Vice President Gore's leadership we increased that to $25.5 billion per year. And now through NEXTEA, and factoring in the recent bi-partisan budget amendment, we are proposing to increase that to $27.6 billion per year.

As an Administration, we are investing more. But, as the President and Vice President believe, good government also finds ways to take the taxpayers' money, and stretch it, and make it work better for the public good. And that is what these banks are all about.

The banks will offer low-interest or no-interest loans for transportation-related projects, or lines of credit. Just like businesses that get loans from the Small Business Administration, or students who get government guarantees for college, these loans will need to be repaid. The money will then be recycled into other transportation projects.

Many times good projects can't be done, because commercial banks aren't interested in lending money, when revenues won't come right away. That too often is the case in transportation.

Let me illustrate the kinds of loans we anticipate: In Virginia, a loan may support a privately-built and operated parking deck at the Vienna Metro Station. In Portland, Oregon, a loan may help lease vans for vanpools. In Palm Beach County, Florida, a loan may help build and operate an interchange for five years, until revenues are adequate to make the project self-supporting.

- more -

And let me say that, throughout the life of State Infrastructure Banks, it is our objective to continue our commitment to protect the environment, the rights of Americans with disabilities, civil rights, and the rights of working men and women.

One last point: the Vice President believes, as I do, that these banks will help leverage other money. Since the President came into office, we have awarded $7 billion to start 19 new transit projects. And those communities have leveraged that $7 billion into $12 billion, though support from local taxpayers and the private sector.

I am pleased that with us today, is Carlos Pesquera, Transportation Secretary of Puerto Rico, where one of those transit projects will be built.

Whether it's Puerto Rico, or any state on the map, we need to build the concrete, asphalt, and steel so that we can provide what transportation is really about -- giving opportunity to people.

Thank you.

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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, June 19, 1997

Contact: Kara Gerhardt
Tel.: 202-418-8458

## MEDIA ADVISORY

U.S. Secretary of Transportation Rodney E. Slater will travel to Sacramento, CA, on Friday, June 20. Joined by Rep. Robert Matsui and Mayor Joe Serna, the Secretary will sign a full funding grant agreement at 1:00 p.m. with the Sacramento Regional Transit District (RT) for the extension of the Sacramento Light Rail System in the South Corridor.

The Secretary will also speak at a business roundtable at 2:30 p.m. hosted by Chairman Kevin Murray.

**Secretary Slater's Public Events on Friday, June 20, 1997:**

**1:00 p.m.** — **Full funding grant agreement signing with RT**
**Cathedral Square**
**Sacramento, CA**

**2:30 p.m.** — **Business Roundtable meeting**
**CA State Capitol Building, Assembly Rules Room 3166**
**Sacramento, CA**

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BUSINESS ROUND-TABLE MEETING
JUNE 20, 1997
ST. LOUIS, MISSOURI

**Note: 25 people in room; informal; please speak 10-12 minutes; then take questions**

Thanks, Assemblyman Murray. I really came here to listen and learn your concerns. So, I won't speak too long. But I do want to fill you in on what the President and Vice President are doing; and what is happening in Washington with regards to NEXTEA.

President

Denver:

-- Hosting G-8

-- Holding up U.S. as model. Since 1993:

  -- jobs: 12 million (vs. losses in Europe)

  -- unemployment: 4.8% (24 year low); lower than every country, but Japan

  -- budget deficit: cut 77% (transportation up 20%); only Canada has a smaller deficit

  -- crime: down 5 years in a row

  -- welfare: 3 million more Americans working

San Diego: Last week, dialogue on race relations

San Francisco: On Monday, with Mayors

Vice President

Yesterday: SIBS -- California ($11 million)

Today: San Francisco -- Mayors

Transportation

When I became Secretary, four months ago, I asked how can I make transportation more than concrete, asphalt, and steel. And make it about opportunity; about building communities?

So, at my swearing in, I said I had three goals:

1) Safety (California is my model; your primary seat belt law works; you have the highest use rate in the country, and I thank you.)

2) Infrastructure Investments

3) Common-sense

NEXTEA:

-- $175 billion, 11% increase

-- California: $14.8 billion, a 21% increase, 100,000 jobs; a bigger piece of a bigger pie.

-- President sent it up in March; the hearings are complete, and the Committees are working through the process.
Features of interest to California:

1. CMAQ: 30% (helps California cities not only attain, but maintain clean air standards.)

2. Border crossings: $45 million a year. We recognize a great deal of trade, not destined for here nevertheless comes through California, and you have special needs, which this will address.

3. Transit: 17% increase. Today, I signed a full funding grant to construct the South Line. This is the 20th grant since the President took office -- the third in California (we're also building the Red Line in L.A. and the Tasman in San Francisco.) Not since Woodrow Wilson was President have we seen this much transit construction.

4. Flexibility: I understand some of you believe we need to build a freight factor into our distribution formulas. I understand your concerns. And I understand how much your economy is oriented to international trade, and NEXTEA reflects these concerns in many ways. NEXTEA continues to cut red tape to give states the flexibility to build projects you want, not which Washington dictates. And to build them sooner, every day and in every way. As an example, in January, at the White House, the President announced our $400 million loan, that enabled the $2 billion Alameda Corridor project to go forward after 15 years of trying.

Let me also point out that the President's proposal increases funding significantly in other important areas

-- core highways: 30%

-- safety: 25%

-- enhancements: 35%

I call our proposal NEXTEA -- the National Economic Crossroads Transportation Efficiency Act. Why crossroads? Because the interstate system that President Eisenhower put in place helped us to build a national economy. But today, we are at a crossroads and we have to continue to find an edge as we Americans compete -- to win -- on an international stage. This legislative proposal will help us do that. It is to speak as much about the next 60 years, as it is the next six years.

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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, June 20, 1997

Contact: Bill Adams
Tel.: (202) 418-8458

## MEDIA ADVISORY

### Secretary Slater to Travel to San Francisco

U.S. Secretary of Transportation Rodney E. Slater will travel to San Francisco, CA, Saturday, June 21, 1997, and join with Mayor Willie Brown at 1:30 p.m. in awarding a grant to the San Francisco Municipal Railway (MUNI) to purchase trolley buses and construct a maintenance facility.

The Secretary will meet with the Minister of Transport of Malaysia Lionga Sik LING at 9:30 a.m. to sign an Open Skies Agreement. This will be the fourth agreement to be signed with an Asia-Pacific country.

Slater will also speak at the Conference of Mayors at 11:30 a.m. and discuss NEXTEA, President Clinton's transportation reauthorization bill.

**Secretary Slater's Public Events on Saturday, June 21, 1997:**

| | |
|---|---|
| **9:30 a.m.** | **Open Skies Agreement Signing with Malaysia**<br>**Russian Hill Room, Stanford Court Hotel,**<br>**California Street, San Francisco, CA** |
| **11:30 a.m.** | **Remarks at the Conference of Mayors**<br>**Grand Ballroom, Fairmont Hotel**<br>**San Francisco, CA** |
| **1:30 p.m.** | **MUNI grant award ceremony with Mayor Brown**<br>**Press Room, Fairmont Hotel**<br>**San Francisco, 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 RODNEY E. SLATER
FULL FUNDING GRANT ANNOUNCEMENT
JUNE 20, 1997
SACRAMENTO, CALIFORNIA

Let me say, we would not be here, had it not been for Congressman Matsui's relentless effort to see Congress fund this. I think he ran about 6,000 miles, to get this six miles stretch. And I thank Senators Feinstein and Boxer for their work, but this wasn't just a Democratic effort.

Congressman Matsui made sure it was a bi-partisan effort of the California delegation -- Republicans and Democrats. That is how transportation investments always should be. I especially thank you for that.

Well, I am pleased to make it official: the U.S. Department of Transportation will invest $111 million to build the six mile extension to link downtown Sacramento to Meadowview. And today, I brought a down payment, a check for almost $8 million, which I will deliver in a minute.

Washington is putting up half the money that will be needed, and the state is putting up the other half.

Right now, as I speak, President Clinton is in Denver, hosting the leaders of the world's leading democracies -- from Canada, to Britain, to Germany, to Russia.

He is hosting our partners, at a time when America's economy is the healthiest in a generation. We have the lowest unemployment in 24 years. We have produced 12 million jobs in the last four years, which is far different from some of our European partners, where jobs have been lost. And they want to know, how did we do it?

The President's answer is, first, by reducing the budget deficit by 77 percent. We cut programs that weren't needed. But, second, we also invested more in projects that are needed to provide opportunities for Americans.

- more -

Under President Clinton, we have invested 20 percent more in transportation infrastructure. Not since Woodrow Wilson was president have we constructed as many new mass transit systems as are under construction now.

In fact, today I have the honor to sign the 20th full funding grant since the President took office. And let me say, this marks the third project for California.

And even as the President and Congress head toward balancing the budget, they know that we're not yet done investing in America.

The President has proposed increasing transit construction over the next six years by 17 percent. I promise this: As hard as Congressman Matsui worked to bring Sacramento these six miles, I will work equally hard to see that Congress lets us invest in dozens more miles of track, from coast to coast.

The reason, and I want to end with this, is that when I was growing up in rural Arkansas, the Interstate was built. And it enabled my mother to get a job 17 miles away, that paid her better than my father, who was working five jobs at the time.

The lesson I learned from that has become my mission as Transportation Secretary. That is to teach Americans that transportation is more than concrete, asphalt, and steel. It's about providing opportunity for people. Opportunities for the thousands of new transit passengers who will travel on the extension every day to get to work, to get to school, to improve their lot in life.

So, I am very pleased to be part of this ceremony, and I look forward to riding the rail 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 RODNEY E. SLATER
MALAYSIA OPEN SKIES AGREEMENT SIGNING
June 21, 1997
SAN FRANCISCO, CALIFORNIA

Minister Ling -- it is an honor and pleasure to sign this open skies agreement with Malaysia.

I hope that as has happened with other open skies agreements, this will lead to increased traffic between our nations.

This is the fourth open skies agreement we have signed with an Asian partner this year. And the global momentum continues to build toward the creation of free and open markets. Markets where airlines have greater opportunities to increase passenger and cargo services, offer new service options, and lower ticket prices.

I want to create in the 21st century the President's vision of a global open skies, so that aviation can pull the world closer together in the coming century. As the great Interstate highway system tied America together in this century, I believe in the next century, aviation will tie the world together.

But it will happen only if pioneers like Malaysia pave the way through open skies agreements. Minister Ling, I intend to speak out for global open skies, and to work with our partners so that we may together advance this objective.

Thank you, and I look forward to joining you at the APEC Ministerial in Vancouver.

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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 RODNEY E. SLATER
U.S. CONFERENCE OF MAYORS
JUNE 21, 1997
SAN FRANCISCO, CALIFORNIA

Tomorrow, it will be four months, since I first spoke to the Conference of Mayors -- as Secretary. I remember it well. It was my very first speech after being sworn in.

I told you my long-held belief that transportation is more than concrete, asphalt, and steel. It is about providing opportunities for people. It is about building communities for today and tomorrow.

And I spoke of my goals on how we would build those communities: 1) that safety will be the number one priority; 2) that we will invest in our infrastructure to ensure that America's transportation system meets the needs and desires of the American people; 3) that we will use a common-sense approach to running a department so that it works better and costs less.

I set all three goals in motion, in March, when the President announced our strategy to invest $175 billion in the next six years in highways and transit systems. Investments that will support almost a million jobs. We call the plan NEXTEA, ISTEA's replacement.

The day after the President announced NEXTEA, I stood with Mayor Daley in Chicago, and he endorsed it. We stood at a transit station to make the point that not since Woodrow Wilson was President have we seen so much construction around the country of new transit as we do today. In fact, just yesterday, I was with Mayor Serna announcing six miles of new track for Sacramento.

And Mayor Harmon came to the White House, and told how St. Louis would be helped by our program to provide transportation for former welfare recipients who will be getting jobs, but have no cars. In cities across the country, businesses are screaming for entry-level workers, but the jobs can't be reached by public transportation.

- more -

And only 6 percent of welfare recipients have cars. Transportation is the "to" in the phrase welfare to work, but it is a "to" that is very much an obstacle today, that must be solved.

And Mayor Lanier was at the White House Thursday, with the Vice President. He talked about the flexibility of NEXTEA, so Houston can build projects it wants, not which Washington dictates.

And I took a five-day tour of the Northeast to discuss NEXTEA, meeting with mayors who embraced it. They liked the 30 percent increase for core highways; the 25 percent increase for safety; the 30 percent increase in environmental programs; the 17 percent increase for new transit construction.

But our job is far from done. We sent our NEXTEA proposal to Congress in March. All the hearings have been held. As part of the budget deal, the President and Congress agreed to additional money. This should help fully fund some of our priorities for cities.

Like the CMAQ program, that helps cities attain air quality standards; or transportation enhancements that bring tourism; or bike paths, that make cities more enjoyable.

Now NEXTEA and a number of other proposals are working their way through committees in the Senate and the House. There is no clear consensus -- yet. So, your voices need to be heard.

And we have more work to do on safety, my number one priority. Today, 40,000 people die a year on our roads. We could prevent 5,000 of those deaths, if we could only convince more people to wear a seat belt.

Here in California, the Assembly passed a primary seat belt law, where an officer can stop a driver for no other reason than they aren't buckled.

Clearly, when these laws are enforced, they work. States with them have, on average, increased seat belt use rates 15 percentage points. But not enough states have them.

So, I announced at the White House, our goal to increase seat belt use and encourage states to pass these laws. Since then, Maryland, Oklahoma and the District of Columbia have done so. And I hope you work with your states to pass the laws, or you pass your own ordinances, and you enforce them with vigilance.

And I encourage you to unite suburban and urban police forces in an effort to stop aggressive drivers. When I see cars driving twice the speed limits, tailgating, cutting in front of trucks, and running red lights -- I always wonder: who do these people think they are?

But they are out there, and their numbers are growing. In the Washington metro area, we have a campaign to get as aggressive as the aggressive drivers, and I encourage you to be vigilant on this as well.

Let me say this: All the good we do when we build roads so we can build better communities, doesn't mean much when we lose Americans like we're losing them on our highways.

Now, Mayor White can tell you that when I visit cities, sometimes it is in ways you may not expect from a Transportation Secretary.

But I went to Cleveland, last month, and with Mayor White, I went into a middle school. I kicked off a program, where we will reach out to a million kids.

I want to challenge the kids to think about transportation careers, where the money is good, and jobs will be open.

This country needs workers for the 21st century, people who have the skills and the desire to be pilots, or truck drivers, or railroad engineers.

But the kids in Cleveland, like the kids in your cities, need to aspire to these jobs. The greatest property of a person is the use of labor, and they need to understand that.

So, I brought with me private sector partners, who donated equipment, who committed to mentoring in a school that never had mentors.

I call it the Garrett A. Morgan Transportation Technologies and Futures Program, after the inventor of the traffic signal. He was the son of slaves who had less education than any of the middle school kids -- but he prevailed.

Let me say, I'm looking forward to visiting your cities, visiting schools, where I can find my million workers for the 21st century.

I want to discuss one other area with you -- and that is the President's initiative on race relations.

When I first came to know the President, I was in law school at the University of Arkansas, in the late '70s. He and his wife were law professors.

And I would hear other students talk about them, telling me how they were the professors doing the thinking about race relations. They were the ones encouraging African-Americans that through the law, you can make a difference.

And when he became Attorney General in Arkansas, he took many students with him. And it wasn't just one African-American, or one female, it was a number of students, because he knew you can't integrate with one.

I saw him in the 1992 campaign for the presidency make two major speeches -- one in Macomb County, outside of Detroit, where many of those who have good-paying jobs in the auto industry live. The other speech was right in the center of Detroit, where half the households don't own cars.

What was striking was this: the President's message was almost exactly the same -- for two very different audiences.

The message was this: if we're going to get America back on track and out of the recession of the early 1990s -- then whether our heritage is African, or Polish, or Italian, or Jewish, or Arab -- we need to realize we're all in this together -- as Americans.

His objective was not just to win an election. His objective was to win and be able to govern, which would require African-Americans and all races to come together. He wanted those in Detroit to reach out, and those in the suburbs to reach in. That is what Mayor Archer has done, and it clearly has made a difference in that community.

So, I want to ask you to help the President have this conversation on race relations. As he reaches out, reach out to your citizens. Find a way to develop concrete steps all of us can take -- together. As the President says, the unfinished work of our time is to "lift the burden of race and redeem the promise of America." With that, the best days of community building are yet ahead of us.

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 RODNEY E. SLATER
GRANT PRESENTATION FOR SAN FRANCISCO TROLLEY CARS
JUNE 21, 1997
SAN FRANCISCO, CALIFORNIA

Mayor Brown, I am delighted to be in your beautiful city. I have a very pleasant task, Mr. Mayor. I have brought a check for $30.8 million with me. You can use it to buy 36 trolley coaches and build a maintenance facility on Pennsylvania Avenue. Mr. Mayor -- I ask, but, one favor, and that is to keep this quiet. There are a lot of mayors in town, and if they hear I'm dropping off checks, this Saturday, we could single-handedly break the federal Treasury!

The President will be in town on Monday. He deserves a great deal of credit for improving the transportation system of this country. Under his leadership, we are investing 20 percent more in infrastructure, all the more remarkable considering the budget deficit has ben cut by 77 percent.

He understands the vital link transportation plays in building communities -- especially in a city like San Francisco, where 1,000 buses roll the streets every day and every way. And now, you'll have buses for the 21st century that are more comfortable than the 20-year old buses they'll replace. They are clean-fueled electric vehicles, so they are good for the air we breathe. They talk. They have security video cameras, and wheel chair lifts.

I have always believed transportation is about more than concrete, asphalt, and steel -- it's about people. It's about more than running the buses on time, as important as that is to Mayor Brown. It's about giving people the means to get to their jobs safely and efficiently. It's about creating economic opportunity for all Americans, aiding each and every one of us in our enjoyment of life, liberty, and pursuit of happiness. As the Mayor builds a better Muni for the 21st century, all citizens of this great community will have that opportunity.

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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 RODNEY E. SLATER
PENNSYLVANIA ENVIRONMENTAL COUNCIL
JUNE 26, 1997
PHILADELPHIA, PENNSYLVANIA

In April, I came to Philadelphia with transit's good friend, Congressman Borski. And I used the trick Transportation Secretaries sometimes use to get applause at the end of a speech. I handed John Leary a check for $6 million for SEPTA, and you would not believe the applause! Unfortunately, I have no check tonight, so I'll see how much love there really is in this city of brotherly love.

But I did bring some good news. I am pleased to announce that this afternoon I opened an office on Market Street to house the Philadelphia Metropolitan Office of the Department of Transportation.

This is a new concept. We wanted to go into the heart of our larger cities -- LA, New York, Chicago, and here in Philadelphia -- to bring together highway and transit people. It's a small office -- only five people. But they are eager to serve you, every day and every way. I hope you view them as your partners, because they are here to make the most out of the hundreds of millions of dollars we invest in this area.

This week, President Clinton gave two very important speeches. One was in San Francisco, to mayors on urban America; and the other is today, (he should be finishing it about now),at the United Nations, on very appropriately, the global environment.

He told the mayors a very simple message: America is back. We have the biggest economic resurgence since World War II. We have 12 million more people employed than when the President took office (by the way, 300,000 in Pennsylvania).

- more -

Crime is down five years in a row. Almost 3 million Americans have moved from welfare to work. And we have (thanks to the help of Congressman Borski) cut the budget deficit by 77 percent.

What's striking is all this was done as we are investing more in the environment. Usually, you can't have it both ways. You can't bring an economy back, and still invest in cleaning the air. But at the United Nations, the President is showing that you can have growth today, and be good to our natural environment for tomorrow. He is supporting tough clean air regulations. They will be the most important rewrites of the air quality standards since the 1970s, since this organization began. But as the President says: "I think kids ought to be healthy."

Tonight, I want to draw a similar parallel. I say we can grow our transportation system and protect our environment. I want to lay out the President's agenda of just how we can do both in the 21st century.

The President submitted to the Congress a proposal to invest $175 billion in the next six years in building and rebuilding highways and transit systems. Let me say, of that, $7 billion would be for investments here in Pennsylvania. And that would support 46,000 jobs.

And Pennsylvania gets a bigger piece of a bigger pie. For not only are your dollars up, your share of the total funds is also up.

When the President announced the proposal, he said: "this is one of the most important pieces of environmental legislation that will be considered by the Congress in the next two years."

Why did he say that?

First, we're asking for 30 percent more in environmental programs to relieve congestion and improve air quality in cities across the country.

We have seen Cleveland and Boise buy cleaner buses; New York take hundreds of trucks off its streets by using a freight barge; Illinois put in place a vehicle inspection program. All intended to make our air cleaner.

Let me say, Philadelphia has used its money wisely. You are buying rail cars for the Market-Frankford line. I rode one in April. They're great. They're even air conditioned -- we need that today!

You also are using these funds to build a facility in Bensalem Township, where people can get off of I-95, park, then ride a commuter rail downtown. And the Delaware Valley Regional Planning Commission is using the funds to encourage drivers to use alternatives to cars.

The President and I want you to do even more, and that is why we've asked for such a significant increase in spending.

Second, we're asking for 35 percent more to build bike paths; to convert abandoned rail lines into trails; and to undertake projects that protect the beauty of America.

These may be small projects, but they are a huge part of the enjoyment of citizens of this state.

Here in Pennsylvania, 140 projects are in various stages.

And many, I am told, that the Pennsylvania Environmental Council helped to select. I thank you for that.

Third, we're asking for 17 percent more for new transit construction. Not since Woodrow Wilson was president have we seen this much transit construction in our country. I see what Philadelphia is trying to do with its new stations. In North Philadelphia, using the station as a centerpiece, to spruce up the neighborhood and attract businesses; or in Chester, turning the station into a community center, where you can find businesses, and even drop children off at day care centers.

With all the working mothers in this country, you would expect that on their way to work, at transit stations, they could easily drop their children off at day care centers. That has not been the case. But this area, and a lot of communities around the country are trying to do that -- and that is good.

We're also asking for $600 million to make sure a million more people trying to get off welfare have public transportation to get to their new jobs.

We have a problem in many cities. No matter how long inner city residents travel on public transportation, they can't reach half the entry-level jobs.

I, too, was at the conference with the mayors. And so many of them -- Republicans and Democrats -- came up to me and said: Rodney, we have

businesses in the suburbs crying out for help. And there are people who want those jobs, who have the skills, but they live in the inner cities and have no transportation available.

You see, only six percent of welfare recipients own cars. As the President told the mayors: "We could do a better job of moving people," and I am certainly committed to that. And I want to say that Senator Specter is out front on this issue. It is bi-partisan, as it should be.

We call our six-year investment plan NEXTEA -- the National Economic Crossroads Transportation Efficiency Act. Why crossroads? Because the interstate system that President Eisenhower put in place helped us to build a national economy.

But today, we are at a crossroads and we have to continue to find an edge as we Americans compete to win on an international stage. This legislative proposal will help us do that. It is to speak as much about the next 60 years, as it is the next six.

The President sent our proposal to Congress in March. It is making its way through the legislative process, along with some other alternatives.

In the Senate, they hope to have a draft bill after the 4th of July. There are three different camps, but they are working hard at finding common ground. Let me say, not all have the environment on their high priority list, but we will be working on that with them.

In the House, Congressman Borski's committee, headed by Congressman Shuster, has the lead. As you know, Pennsylvanians want the most money they can find for transportation. They are considering their options, and I look forward to working with Congressman Borski this summer.

I want to close with one other thought, since Philadelphia was the wonderful host for the President's Summit of Service.

I had the very good fortune to be here. It was an experience I will long remember. Few things are as remarkable as seeing the former Presidents come together; as seeing the army of volunteers; as feeling, as we all felt, that we can never fulfill our ambitions until we help our brothers and sisters to fulfill theirs.

The President announced the Department of Transportation's commitment that with our private sector partners, we would reach a million kids.

I call our effort the Garrett A. Morgan Transportation and Technology Futures Program, after the inventor of the traffic signal.

And we're already on our way.

Last month I went to Cleveland, to a middle school named after Garrett Morgan. I took with me business and labor leaders. They are donating equipment. They are establishing a tutoring and mentoring program.

And I told these kids, look, transportation is a great field. You should be dreaming about becoming a pilot, or running a crane, or inventing something spectacularly like Garrett Morgan did. But you need algebra and geometry to do it.

In the two hours I was there, I recruited a lot of members for the 21st century transportation workforce.

I plan to go into schools across the country. Because I want to take the good I felt in Philadelphia, and bottle it up, and spread it around to all of America. Our best days are yet ahead of us.

Thank you very much.

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

# PHILADELPHIA WELFARE-TO-WORK FACTS
# JUNE 26, 1997
# PHILADELPHIA, PENNSYLVANIA

President

-- moved 3 million off welfare; number of welfare recipients has declined in the last four years, by as much as it increased in the prior 25 years.

-- 1 million more in next four years

Government's Goals

-- hire 10,000 in next four years

-- 400 at DOT

-- Gerry Greenwald, from United leading effort

DOT's Experiences

-- we've hired a dozen in the last month: half in Washington; half around the country. Most are clerical.

-- We found: 1) skill levels of applicants are high -- and this has surprised many of the mangers doing the hiring; 2) many of the applicants previously worked 3) some had just fallen on bad times -- e.g. one person was working, she had a personal tragedy (a family member died); it effected her work and she was fired; she went on welfare; and is now back at work.

Transportation Problems

-- only 6 percent have cars

-- 20 percent live in rural America, where public transportation is hard to find. More than half reside in urban America, in central cities, but new jobs are in suburbs.

-- Cleveland: half the entry-level jobs can't be reached by public transportation.

-- Atlanta: two out of three cannot.

-- Boston: has a wonderful transit system ... where 99 percent of welfare recipients live within a half mile of train stations -- still less than half of employers are that close. Living near a station doesn't mean you can get to work at the other end.

-- Detroit: half of households in empowerment zone don't own car, but there are two auto assembly plants in zone

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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 RODNEY E. SLATER
NATIONAL ASSOCIATION OF MINORITY CONTRACTORS
JUNE 28, 1997
MIAMI, FLORIDA

Let me say it is as much a pleasure to be here tonight as it was four years ago, when I had just been sworn in as Federal Highway Administrator and spoke before you in New York.

That was only the second speech of my tenure. Now, in my new life, I give two or three speeches a day. Some people say Rodney, it's two or three too many!

But I came again to visit with you, because I know from where I came. While I know how much has been done, I know how much more there is to do -- and do it we will.

I was in Arkansas last night, from where I really came. I was visiting with people like President Clinton's fifth grade teacher; people who sent him to the Attorney General's office, to the Governor's office, and to the White House.

And I reminded them when he came to Washington, the first thing he did was to take on a lot of issues that were not very easy at the time.

It's thankless work to cut the budget deficit by 77 percent; to trim the federal workforce by 300,000 people; to re-invent government.

But now people are looking at the record and saying: thank you.

This President has given us the strongest economy in a generation -- 12 million new jobs. A big reason for that are people like you, who have shown you can create a business, hire good people, and work to build something good. People like you who see the currents shifting, and you shift with them, but always moving forward, dreaming the mighty dream.

- more -

This President has given us, and this is mighty important, the biggest decline in inequality among working families in over three decades. So, the growth in the economy is benefitting all, not just a few.

Our crime rate has dropped five years in a row; we've had the biggest drop in welfare rolls in the history of the republic -- 3 million able-bodied Americans have left welfare and are working. And let me say, in the last month, we've hired a dozen of them at the Department of Transportation.

What is most remarkable is our government may be smaller, but we're investing more in education, like we should; more in transportation, like we should.

I can report -- and this is what is really important to all of you -- since President Clinton has been in office spending in DBE programs is up 26 percent.

In the four years since I spoke to you in New York, on average, $2.7 billion a year went to DBEs, to build our great highways, transit systems, and airports.

My steadfast commitment to you tonight is this: we will continue this program. And we will ensure all DBE groups have an equal opportunity to compete.

In the next six years, the President and Vice President have proposed investing $175 billion in building and rebuilding America's highways and transit systems. It is my hope as much as $20 billion of that will go to minority and women contractors.

Let me say that with all our successes, I've never seen the President work any harder, every day, in every way to get things done.

I want to tell you a few things he wants more than anything else in the next three-and-a-half years.

First, he wants, and this is at the top of the list, to balance the budget. So when we enter the 21st century, we may have problems, but balancing the budget won't be one of them. That is what he wants.

And he wants to make sure the budget is balanced in a way that preserves his priorities,

Clearly that includes rebuilding communities, seeing the number of empowerment zones double, so we can bring investments back into the heart of cities.

And clearly that includes helping welfare recipients get the training and transportation they need to hold jobs.

Last Saturday, I was with 300 mayors and they said: Rodney, businesses in the suburbs are screaming for entry level workers, and we have people with the desire to work, but they can't get to the jobs.

Only 6 percent of welfare recipients have cars. Today in many big cities, no matter how long you sit on a bus or train, half the jobs are not reachable. Transportation is the "to" in the phrase "welfare to work" -- and it is a "to" this Secretary will make sure is not an obstacle.

Second, the President wants to improve the education system. He wants to see national standards set, so people know exactly where they stand; and he wants to make college affordable to everyone.

Third, he wants to continue to expand the network of trading partners America has, and that means integrating Africa more fully into the global economy. I have committed to bring the Department of Transportation to focus more on Africa, and I am pleased to tell you that I plan to visit Africa, soon.

Fourth, he really believes we can help America's children best, if more people volunteer, and mentor, and visit the schools.

Go into cities where the juvenile crime rate is down, and it is because there are more police, but also because there are Americans finding kids things they can say yes to.

One of the most remarkable things I've ever seen was in Philadelphia, when the President had the former Presidents, togther, to ask Americans to volunteer.

I want with the help of our private sector partners --you -- to reach a million kids. I will visit schools across the country, bringing with me local business and labor leaders, who are adopting the schools and setting up mentoring programs.

I named our effort after Garrett Morgan, the genius who invented the traffic signal. I tell the kids if you think you have problems, Mr. Morgan was the son of a slave, not allowed to even go to school -- yet he prevailed.

I wish every African-American and Hispanic business person here tonight would be a part of this, to have a conversation with a child about what you do, to cause a child to dream the mighty dream of owning a business and building a highway. Those kids are your workforce in the 21st century -- or your competitors! You'll be good, if they are good.

The fifth and final thing the President very much hopes to do is to improve race relations.

Think about this. This is the National Association of Minority Contractors. Well today, in Hawaii, everyone is a minority. There is no majority race. In three years, in California, everyone will be a minority. There will be no majority race. In 40 years, the same will be true of all of America. Everyone will be a minority.

Imagine what it will be like 40 years from now. We need to get everyone -- whether your African American or Hispanic, Asian or Native American or white -- to agree on what we want the country to be like.

The President has appointed an advisory board, with seven prominent Americans. He will hold town hall meetings, so he can participate in a dialogue with the American people.

The effort is not merely to discuss what he as President can do; what the executive branch can do; what Congress can do; what you can do. It's a matter of discussing all of that. And then challenging the American people to be involved; to do as Lincoln did, think anew and act anew.

When I first came to know the President, I was in law school. He and his wife were professors.

I would hear other students talk about them, telling me how they were the ones encouraging African-Americans that through the law, you can make a difference.

When he became Attorney General, he took many students with him. It wasn't just one African-American, or one female, it was a number of students, because he knew you can't integrate with one. That is what impressed me most.

So, as he reaches out to build the first great multi-ethnic, multi-racial democracy, reach out with him. For, as the President says, the unfinished work of our time is to "lift the burden of race and redeem the promise of America."

The other day -- and I want to end on this -- we had a ceremony, remembering Alex Haley on the 20th anniversary of Roots. Before he wrote Roots, Mr. Haley was a long-time member of the Coast Guard.

I announced that we will commission a Coast Guard cutter, to be named "The Alex Haley." Two hundred thirty years after Mr. Haley's ancestors came to America, chained to a slave ship, the Alex Haley will sail the seas for America, redeeming the promise of America. America is doing right.

Some time back, I visited the family home of Mr. Haley in Henning, Tennessee. I read the great epitaph carved on his gravestone just to the side of the porch, where he first heard the stories of his ancestors.

The epitaph: Find the Good and Praise It. Thank you for allowing me to find the good of America, tonight, in this room, and allowing me to praise you. Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WALK THE RIVER
JUNE 28, 1997
MEMPHIS, TENNESSEE

Thank you, Mayor Herenton, and good morning Memphis!

The Mayor is very good at throwing punches, as you know. But you and I also know (and I say this before our little walk here), you don't achieve golden glove status unless you're fast on your feet.

So, Mayor, if Elvis were here, he'd tell you: You can knock me down, step on my face, slander my name all over the place, but when we're walking, you won't step on my shoes, will you?

Let me say, I wanted to wear blue suedes, but they don't sell them in Washington!

I am very eager to take this walk. Coming from Arkansas, I used to love to visit Memphis. The progress Memphis has made is extraordinary -- and I know so much of that is because of the exceptional leadership of this Mayor.

It is good to work for both a President and a Vice President, who believe so very strongly in investing in infrastructure.

Under their leadership, transportation investments have increased by 20 percent, to historic levels. And we're not done. We have submitted to Congress a six-year plan to invest $175 billion in building and rebuilding America's highways and transit systems.

Back in Washington, we talk in very big round numbers. But it is heart warming for me to go around the country, as I do, and to see what that investment really means.

What it means is a Tennessee Welcome Center, to greet 100,000 visitors every month ... Interstate 40 ramps that link directly to the Riverfront ... the Main Street Trolley, that carries 1,700 people a day.

It will mean, once they are complete, a Riverside Trolley Loop that will link downtown and the Riverfront ... and Central Station, where you can catch the trolley, train, bus, cab, or pick up your car.

I have always believed that transportation is more than the concrete and asphalt we're about to walk on. Transportation is about people -- your mobility, your choices, your lifestyles. It is about creating economic opportunity for you, and all Americans, aiding each and every one of us in our enjoyment of life, liberty, and pursuit of happiness.

So, I am glad to be here -- to listen, to learn, and to enjoy. So, let's walk.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
USDA FARMERS' MARKET DAY
JUNE 27, 1997
WASHINGTON, D.C.

Thank you, Secretary Glickman. Let me say to America's top farmer, you're doing good today: good for your employees who can enjoy this; good for the farmers, who we hope really ring the registers; and good for those less fortunate in the District, who will benefit from the farmers' kindness. I thank you, and I thank Congresswoman Eleanor Holmes Norton for her leadership.

I want the farmers to know something about Secretary Peña. I worked for him for four years. And every day he ate the same exact thing for lunch: a big plate of fruit. So, he (and his growing family) will be a very, very good customer!

I grew up in rural Arkansas. And when I was six, I'd follow my mother into the cotton fields. I earned $2.50 per hundred pounds of cotton I picked. Do you know I picked enough to buy a $29.95 red bike?

So, I have a warm place in my heart for farming, because, well, that is how I started in transportation.

Let me say: I learned very young to appreciate that the greatest property of a person is the use of labor. And no one uses that labor for the good of all like farmers do.

I like what I see here so much, and I know how important this is to the President, that I'd like to make an announcement. We are working with the District of Columbia, and we hope to iron out some details, so we can hold farmers' markets at the Department of Transportation in August.

And I hope, Secretary Glickman you can join us then, because we have thousands of DOT staff who would love to participate.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
ECRETARY OF TRANSPORTATION RODNEY E. SLATER
SWEARING IN CEREMONY FOR KENNETH MEAD, INSPECTOR GENERAL
JUNE 26, 1997
WASHINGTON, D.C.

Thanks, Nancy McFadden. I am delighted to be here to swear in Ken Mead as Inspector General of the Department of Transportation.

I'm especially happy to see so many distinguished guests as witnesses: Senators Daschle, Ford, McCain, and Hollings ... Congressmen Oberstar and Wolf ... former Secretary Burnley ... and Ken's family. His wife, Elizabeth; daughters, Hillary and Jennifer; his parents, Nancy and Graham Mead; his mother-in-law, Dorothy; and his sister, Joyce and her son, Richard.

I met Ken about two weeks after I arrived in Washington in 1993. I have always regarded oversight as an important management tool, so I called the General Accounting Office to get some observations about the Federal Highway Administration.

In that first conversation, Ken shared his knowledge acquired in nearly a decade as GAO's Director for Transportation Issues, having directed hundreds of audits and having testified before Congress about 100 times.

I immediately came to admire Ken's ability, and to respect his professionalism. Those qualities are so important, because the law charges the President with appointing and Congress with confirming the Inspector General "solely on the basis of integrity and demonstrated ability."

Ken exceeds that standard to a degree that made it clear to President Clinton he was the most qualified individual for this job.

Ken -- when I was sworn in as Secretary in February, I said I had three goals for the Department: 1)Safety will be the number one priority of the DOT; 2) that we will invest in our infrastructure to ensure that America's transportation system meets the needs and desires of the American people in the 21st century; 3) that we will use a common-sense approach to running a department so that it works better and costs less.

I expect you to be a strong force in helping me meet these goals. And in helping me build a visionary and vigilant department, ready for the 21st century.

As Inspector General, Ken will also continue to work with the Committees and Members of Congress, because Inspectors General have a statutory responsibility to also report to the Congress.

In Ken, we have someone who has demonstrated an ability to provide objective, fair, and impartial advice. And I look forward to working with you, Ken.

Let me now administer the oath of office and present President Clinton's commission. Please raise your right hand and repeat after me.

I, ( state your name), do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation, or purpose of evasion; and that I will well and faithfully discharge the duties of the office, on which I am about to enter. So help me God."

And now, may I present President Clinton's commission of Kenneth M. Mead as Inspector General of the U. S. Department of Transportation.

Thank you very much.

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