



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

## REMARKS PREPARED FOR DELIVERY SECRETARY OF TRANSPORTATION RODNEY E. SLATER RAINBOW/PUSH COALITON LUNCHEON AUGUST 1, 1997 CHICAGO, ILLINOIS

Reverend Jackson and I just spent five days together co-heading the U.S. delegation to the African-African American Summit in Zimbabwe. He did a wonderful job representing America, and I want to thank him for his support and vigilance on African issues.

We saw in Africa the beginnings of an economic renaissance, as nation after nation votes for democracy and works to create new opportunities for their people by adopting free-market policies.

And, as Transportation Secretary, I was pleased to see the emphasis being put on developing infrastructure, especially sound transportation systems. No modern economy, large or small, can prosper without the foundation of a strong transportation network.

What we saw in Africa is not unlike the economic renaissance we're seeing in urban areas across America.

Jobs are being created -- 1.7 million more African-Americans are employed today than four-and-half years ago. Infrastructure is being rebuilt and expanded. President Clinton wants to invest 11 percent more in our infrastructure in the new transportation bill pending before Congress.

Let me say this: since President Clinton has been in office, contracts for minorities and women to build our highways and airports, are up 26 percent, and I hope, with the pending transportation bill, that minorities and women receive \$20 billion in contracts in the next six years.

Let me tell you a story. After the earthquake in Los Angeles damaged the freeways a few years ago, minority and women businesses did 40 percent of the

repair work -- and in record time. They were so successful politicians who criticize affirmative action showed up for the ribbon-cutting!

Let me say that one of the bigger problems we face is making sure we have adequate transportation for those moving from welfare to work, into jobs provided by many of you here today.

Transportation is the "to" in the phrase welfare to work, but it is a "to" that is very much an obstacle today. Many of the jobs, the training centers, the day care centers often are no where near where people live.

Only 6 percent of welfare recipients have cars. In Cleveland, for instance, where businesses are crying out for entry-level workers, half those jobs cannot be reached by public transportation.

So President Clinton is asking Congress to include \$600 million in the transportation bill to help states and localities create strategies to transport people on welfare to work.

Some states have already started. Just north of here, in Wisconsin, where just 3.5 percent of people on welfare have cars, they have a job ride program to van-pool thousands of central city workers to suburban jobs.

I believe transportation is about more than concrete, asphalt, and steel. It is about providing opportunity, giving people mobility and access.

So I ask you to help President Clinton and I be active in the debate, especially this fall when Congress considers the new transportation bill.

Thank you very much.

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

## REMARKS PREPARED FOR DELIVERY SECRETARY OF TRANSPORTATION RODNEY E. SLATER RAINBOW/PUSH COALITION EDUCATION FORUM AUGUST 1, 1997 CHICAGO, ILLINOIS

Some of you may be thinking, what is the Transportation Secretary speaking at a forum on education?

Let me say this: the President's most important priority for America is education. And every member of the Cabinet is involved: from Secretary Daley at Commerce, to Secretary Cohen at the Defense Department which wants to reach out to a million youngsters, to the Department of Transportation that wants to reach a million more.

Before I get into our specifics, let me say this has been an historic week in Washington.

Democrats and Republicans, the President and Congress, have agreed to balance the budget.

What pleases the President most is that the first balanced budget in a generation is also the best education budget in a generation.

When the President came into office, the deficit was \$290 billion. He has cut that by 80 percent. And this finishes the job.

But it does not cut education. The budget increases education funding. It is the most significant increase in 30 years.

It includes \$35 billion in tax relief to help families pay for college and training. It will give every American who needs it, a scholarship to pay for the first two years of college and education throughout a lifetime.

We'll see the largest increase in Pell Grant Scholarships for deserving students, more funds to help ensure younger students can read, and funds so that we can connect all our schools and libraries to the Internet.

In the State of the Union, the President challenged us to make sure every 8-year-old can read, every 12-year-old can log onto the Internet, every 18-year-old can go to college. And this makes great progress towards that.

One other thing the President very much wants is the setting of national standards. So far, six states and six of our seven largest cities, including Chicago, will participate. Their students will be tested, and held to the same reading and math standards.

As the President says, the fact that the largest cities in America, which were written off in terms of their schools, would say we want to be held accountable and if our kids aren't measuring up we want to know it and fix it, is something we should be very proud of.

When I went to school in Arkansas, I went to segregated schools. I always wondered how I stacked up. Today, every student needs to know where the bar is, and not just between American communities, but between our international trading partners. These are our future workers in a global market, and they must be prepared.

We will need good people in transportation. In May I went to Cleveland, and with Mayor White, I went into a middle school, and kicked off a national program, where we will reach out to a million youngsters.

I want to challenge them 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 car designers, or those who work in the great auto plants. Ask all the auto executives here today, and they will tell you they are going to face a shortage of workers.

But the students who I met in Cleveland, like the students 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 Technology and Transportation 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 end by saying, I'm looking forward to visiting many schools in many cities, where I can find a million transportation workers for the 21st century.

Thank you.

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### News:

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

FOR IMMEDIATE RELEASE

Friday, August 1, 1997

Contact: Ben Langer

Telephone: 202-366-5580

### STATEMENT BY RODNEY E. SLATER, U.S. SECRETARY OF TRANSPORTATION, UPON CONFIRMATION OF JANE GARVEY AS FAA ADMINISTRATOR

As we work to become a visionary and vigilant Department of Transportation for the 21st century, I am pleased the Senate moved expeditiously to confirm Jane Garvey, the President's nominee for FAA Administrator. I am confident Jane's leadership and management skills will help the FAA move forward on the bold reforms we need to keep our aviation system the world's safest.

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### News:

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

FOR IMMEDIATE RELEASE Thursday, July 31, 1997

Contact: Bill Schulz Tel.: (202) 366-4531

#### **MEDIA ADVISORY**

The following is the public schedule for Transportation Secretary Rodney E. Slater for Friday, Aug. 1 and Saturday, Aug. 2.

### August 1

#### CHICAGO, IL

10:15 a.m. Attends the annual Rainbow/PUSH Coalition Meeting and speaks on President

Clinton's support for education. Chicago Hilton & Towers, Continental A, 720

South Michigan Ave., Chicago.

12:00 p.m. Speaks on the President's Welfare-to-Work initiative at Rainbow/PUSH

Coalition Luncheon. Chicago Hilton & Towers, International Ballroom.

#### MINNEAPOLIS, MN

7:00 p.m. Attends the National Bar Association Annual Convention and speaks on race

relations in America at the 72nd Annual Awards Banquet. Minneapolis Marriott

City Center, 30 South 7th St., Minneapolis.

#### August 2

#### SAN FRANCISCO, CA

9:00 a.m. Speaks on race relations in America at the American Bar Association Annual

Convention. Westin St. Francis Hotel, California West Room (2nd Floor), 335

Powell St. - Union Square, San Francisco.

Automated Highway Demo -- 8/2/97 draft 3 -- (by Scott) -- 3 minutes

Thank you very much.

I'm delighted to be here. I feel like I'm 16 again, when you are about to go for your first spin in the car -- without the parents!

Well, no long speeches today. I just wanted to come here to see this marvelous project you've been working on so hard over the past few years.

I've been following the progress since it was but a gleam in the eyes of the researchers. So I'm thrilled we're to the point where I can kick the tires, look under the hood, and take a test ride on this strip of freeway to the future.

And I really admire the vision and vigilance that has gone into this project.

As most of us know, we can't keep building ourselves out of traffic congestion ...

not when travel demand is expected to rise 30 percent over the next decade. We have to find new ways, like the automated highway system, to make our freeways more efficient and user friendly.

So let me say thank you to all our partners in the National, Automated

Highway Consortium, the Federal Highway Administration, the National Highway

traffic Safety Administration, and all the associate organizations who had a hand in
the project ... thank you for a job well done.

And now, let's start those engines.

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

## REMARKS PREPARED FOR DELIVERY SECRETARY OF TRANSPORTATION RODNEY E. SLATER THE NATIONAL URBAN LEAGUE ANNUAL CONFERENCE AUGUST 6, 1997 WASHINGTON, D.C.

Let me say Secretary Herman and I have worked very closely on more things than I can remember. Now that we're both in President Clinton's Cabinet, as partners in power, we will pool our resources whenever we can, to rebuild America's communities.

I cannot tell you how much respect I have for the Urban League -- for what you have done over the decades. When I was growing up, I once gave a speech, on Jesse Owens. I remember what he said when he came back with four Olympic Medals: "Everyone wanted to shake my hand, or have me up to their suite, but no one was going to offer me a job."

Today, Jesse Owens would have that job, and another dozen waiting in the wings. He too would be on Fortune's cover, thanks to a visionary and vigilant Urban League. We, the children of the civil rights movement, have much to be thankful for. And I pledge to work with you to overcome the problems that remain.

Since I became Secretary, I have wanted to get out of Washington. I have visited half the states, over 50 cities, and I always go to listen and learn.

What I am finding is many people believe, as I believe, as many of you must believe, that transportation is more than concrete, asphalt, and steel. It is about people -- our mobility, our choices. It is the tie that binds and builds communities.

No matter where you live -- urban, suburban, or rural America -- or anywhere in the world, transportation is the avenue to prosperity.

And when it comes to revitalizing our cities and neighborhoods, this administration stands shoulder-to-shoulder with you and the private sector.

Urban areas have used their federal transportation dollars to enhance their communities in innovative ways. They can do that because we took the decision-making power away from Washington and put it where it should be, with state and local communities.

What a difference it is making.

I walked the Riverfront with Mayor Herenton, and saw how transportation was bringing development to the mighty Mississippi.

I went to Mission Street in San Francisco, where better road lighting is lighting the way for more tourists.

I walked on the road from Selma to Montgomery, the road this Administration has designated an All-American Road. We have assured Reverend King's path will be remembered as a highway where despair and determination turned into hope. The hope that will bring jobs to Alabama residents, as tourists from around America come to look, and hear Dr. King's words that still ring true: "we have walked on meandering highways and rested our bodies on rocky byways ... and we can say that our feet are tired, but our souls are rested."

As I help the President prepare to renew our transportation programs this fall, the President's proposal carries forward this close link to communities, keeping decisions at the local level.

We have a plan that increases transportation funding in 49 states. It increases investment in core highways by 30 percent; 25 percent more in safety programs; and 30 percent more to clean the air in our cities. Not since Woodrow Wilson was President have we seen so much new transit construction, and we want to expand that.

Our proposal supports almost a million jobs.

And it is my hope in the next six years as much as \$20 billion will go to minority and women contractors to build our highways and transit systems.

I want to make sure the most public of all public services, transportation, serves all the public, and that includes those who need it most: those moving from welfare to work.

Today, only 6 percent of welfare recipients own cars. In June, I was with 300 mayors and they said: Rodney, businesses in the suburbs are crying out for

entry level workers, and we have people with the desire to work, but they can't get to the jobs.

The President asked Congress for \$600 million to help people get to where the jobs are. We will work to pass this.

Earlier this year, I went to Cleveland, and with Mayor White, we went to a middle school. I kicked off a program to reach out to a million kids across the nation.

I want to challenge them to think about careers in transportation, where the jobs are open, high-paying, with built-in career ladders. In the last four-and-one-half years, 660,000 transportation jobs were created.

This country needs pilots and truck drivers. We need to fill the shortage of highway builders. But our youth need to aspire to these jobs, and we need to get them ready to take them. I agree with Hugh Price when he told you on Sunday we must put a stop to the "anti-achievement peer culture" among our youth. Doing well academically does not mean acting anti-black. It is not something to shun. It is something to embrace.

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

Let me say, I look forward to visiting your communities, visiting schools where I can find my million new workers for the 21st century.

There is also the opportunity for us to give our transportation system an international reach. A few weeks ago I was in Africa, visiting African nations, the middle passage that was so difficult in our experience.

We, African-Americans, the most educated group of Africans anywhere in the world as a group, we can help America turn that into a bridge, a gateway, a roadway to opportunity -- linking Africa and America in a way never before realized.

We can help make real and true the dream of Ron Brown, when he said one of the most significant emerging markets anywhere in the world is Africa. We can be the tie that binds.

And the same holds true for the Caribbean. I was in Haiti recently. They want the same thing. We can help make that happen.

In closing, let me say, that safety is the number one priority for me at the Department of Transportation. Now I know I have talked about investing billions of dollars in rebuilding communities, in introducing young people to the transportation profession, but let me say that safety is the number one priority.

We lose 40,000 lives a year on our roadways, and 3.4 million people are annually injured because of transportation crashes. It is a \$150 billion expense. And I have to tell you as I close, that when it comes to the use of the most important safety device in an automobile, the seat belt, that African-Americans use this safety device about half the time. About 50 percent of African Americans buckle up. About 63 percent of whites do.

More women than men do. More older than younger Americans do. I know that the Urban League has been involved with the issues of black-on-black violence and the like, but we lose more people in automobile accidents on an annual basis, than adults lose their lives as a result of hand-gun violence.

My point is this is an issue of importance to our community. I've said that safety would be the North Star by which our Department is guided and judged. Harriet Tubman, from the underground railroad, never lost a passenger. I want us as an organization, as a community, to work with other communities across the land to be sure -- to be sure -- that we can establish that kind of record as we go into the future.

The good of transportation cannot be enjoyed if there is the kind of possibility for mishap, or injury, or even the loss of life, that currently exists. I want to work with the Urban League to address this safety issue as well.

Again, thank you for the opportunity to be here. I look forward to working with you to assure that our best days are yet ahead of us.

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## REMARKS PREPARED FOR DELIVERY SECRETARY OF TRANSPORTATION RODNEY E. SLATER TRANSPORTATION FUTURE SEARCH AUGUST 7, 1997 WASHINGTON, D.C.

Good morning, and thanks to all of you for joining us.

First, let me say, we are fortunate today to be joined by Carlos Pesquera, Secretary of Transportation of the Commonwealth of Puerto Rico.

And I am surrounded by leaders from every transportation sector -- aviation, automotive, highways, transit, rail, maritime. We have safety and consumer advocates here. In the room are our partners from other levels of government ... a few from universities, and from labor.

You are the ones who make our great transportation system work. But I have been told that in the 30-year history of the Department of Transportation, we have never had you all together -- in one room. This is a first, and I hope it is the first of many.

Let me also introduce, my Deputy, Mort Downey; and my Chief of Staff, Michael Huerta, who will be helping me run our session.

The reason I wanted to have this dialogue is for you to have my ear ... and I want to have your minds.

As Secretary, I need you. For me, in my role, to advise the President on all matters of transportation ... for me to develop a policy architecture for Departmental decision-making, I need you.

I need your ideas, your vision, your experiences, your thoughts.

Most of all, I need your help in meeting the goals I set when I took the oath of office: 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.

Today, I want to look out at least to the year 2020.

The visionary decision that President Eisenhower made to build the interstate has spoken to us for 40 years, and it will speak for 40 more -- at least.

The visionary decision that President Roosevelt made to build National Airport, when there were as many flights in a whole year in our country as we fly every seven hours today, has spoken to us for 56 years. Now, with the closeness of Metro, and the

garages, and bringing all the modes together in one terminal, the new National is the most convenient airport in our country and is built for the 21st century. That, too, was a visionary decision.

I say that what we do in decisions like NEXTEA, the surface transportation bill now before Congress, will speak as much about the next 60 years as it does the six years, for which the funding will be approved.

Last week, I was in San Diego driving on an automated highway. With your hands free, no where near the wheel, with your feet no where near a pedal, the car or bus does the driving for you. And, if one day, the car is in charge of the driver -- what does that mean not only for safety and efficiency, but how would that change the rail system ... or transit ... or aviation?

How do we move America with a transportation system that is not only intelligent in its character, but international in its form, and intermodal at its core?

President Clinton has called for the rebuilding of America's infrastructure. How do we make it a seamless system, and one that recognizes transportation is more than concrete, asphalt, and steel, but about providing opportunities for people.

So, today, I want you to think not as transportation professionals of the 20th century, but of the 21st century.

I want to search the future with you ... to gather a common understanding of the forces and trends that will impact your industries.

And to ask: What will it take? What policy changes must we make? What bridges must we build between you and the Department, and between you and the other sectors represented in this room? And let us think too of what the consequences are if we don't build those bridges.

So, I am hear to listen, and learn, and to find ways we can all work together.

Now, let me introduce, Jana Evans, President and CEO of Evans Planning Group, an organizational development and research firm, based in Columbus, Ohio.

Jana has worked with the Department to develop our strategic plan, and is here to help us today as well. Jana

#### FOREWORD BY THE SECRETARY OF TRANSPORTATION

Dear Fellow Employee:

As the Department of Transportation celebrates its 30th anniversary, we look back on a proud record of achievement, a record we look forward to enhancing by helping to build the transportation system America needs for the 21st century.

If we are to meet the new century's transportation challenges, we need a DOT workforce with the best possible education and training, one that can get the job done in an increasingly-complex and rapidly-changing world. Ensuring that we have such a workforce means more than supporting formal education in our schools and universities, important as that is; it also means a commitment to lifelong learning for you, our employees.

We want you not only to have the knowledge and skills you need to do your jobs today, but also the ability to master changing conditions so that you can do your jobs tomorrow as well. Recognizing the importance of professional fulfillment to performance, we also want you to be able to realize your personal career goals.

In order to do this, DOT has initiated a wide range of learning and professional development activities targeted at enhancing employee performance and job satisfaction. This manual provides you with the information you need about our education and training policies and programs, and ideas about how to apply them to your own career.

I encourage you to read this manual carefully, and to explore how DOT can help you to strengthen your professional abilities. Together, we can ensure that we have the resources to be a vigilant and visionary steward of our nation's transportation system.

Rodney E. Slater





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

### REMARKS PREPARED FOR DELIVERY SECRETARY OF TRANSPORTATION RODNEY E. SLATER MRS. LYNDON B. JOHNSON WILDFLOWER GARDEN EVENT STONEWALL, TEXAS AUGUST 27, 1997

Mrs. Johnson; Senator Robb, whose inspiration brought us here; to all the Johnson family members -- I have been Transportation Secretary for six months, and have done many pleasurable activities.

But none -- none -- is more pleasurable than to be here, giving honor to whom honor is due: to the great founding father of our Department, and to the gracious mother of highway beautification.

I stand before the Johnson family, representing 100,000 members of the Department of Transportation family, to say, from our family to your family: thank you.

For many years, presidents and senators tried creating a Department of Transportation. Transportation was a major force, a source of jobs, the biggest industry, the lifeline of travel and commerce.

But it was only President Johnson's pleas that created the Department. Pleas that the system was not adequate, that it was not safe enough, that government policies needed better coordination.

As we celebrate 30 years, let me say, we have had a good beginning. We invested about half a trillion dollars in building infrastructure. Now every state has a transportation department.

President Johnson would be pleased that 600 million people fly a year, that 10,000 fewer people die a year on our highways, that we have a vibrant national freight railroad system, and that public transit is helping build communities.

Mrs. Johnson -- most of all, he would be proud to know that, because of you, we understand the beauty of transportation.

In the past, transportation was viewed as having an adverse effect on the environment, of bulldozing communities, of being more concerned about destination than the journey.

Today, we know transportation is about more than concrete, asphalt, and steel. It is about rebuilding communities, connecting Americans, rekindling the American spirit.

Because of you, Mrs. Johnson, the country that builds the most roads, also builds the most aesthetic roads.

From coast-to-coast, every state in the union now plants wildflowers. Your love has become America's love of flowers. Every day 5,000 cars will pass the newest wildflower bed we dedicate today.

But I know, in the 1960s, it wasn't easy. You had to call members of Congress yourself to get money to beautify highways.

Let me say, today, members call me, asking that scenic byways be designated in their states. For they have learned, as you and President Johnson knew the kaleidoscope of colors that defines the countryside brings tourists, who spend money and create jobs, especially in rural America.

America has changed. President Clinton has sent to Congress a proposal that increases spending by 35 percent over six years for programs to enhance our roads and recreational enjoyment.

On that day in 1965, when President Johnson signed the Highway Beautification Law, and the Marine Band played America the Beautiful, the President said: "Beauty belongs to all the people."

But there is another way to define beauty. It is because of the special role played by President Johnson, that very same year, as he pushed through legislation ensuring all Americans the right to vote. He helped America live out the true meaning of her creed -- to become a more perfect union, to become a Great Society.

On a personal note, that right has transformed Rodney Slater, a child of civil rights, a fellow southerner, who has been given the chance as the Secretary of the Department your husband created, to remove the roadblocks on America's road to opportunity.

Last year, I designated the road from Montgomery to Selma, where Americans marched for the right to vote, an All-American Road. Not because it is beautiful, for many would say it is not. But because it symbolizes the most beautiful idea of all: a highway where despair and determination turned into hope.

For that re-definition of beauty, I know President Johnson is smiling down on this nation now.

So, Mrs. Johnson, in choosing the words on the plaque, in the middle of the wildflowers we dedicate to you, we have selected your simple but most beautiful phrase: "where flowers bloom, so does hope."

Thank you, God Bless you and your family, and God Bless America.

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### NEWSE

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 LYNDON B. JOHNSON SCHOOL OF PUBLIC AFFAIRS UNIVERSITY OF TEXAS AUGUST 27, 1997 AUSTIN TEXAS

Thank you Senator Robb for the inspiration to honor President Johnson and to imagine the future. I spent the morning with Mrs. Johnson and the family, and what a delight it was.

Let me say thanks -- especially -- to this great institution of higher learning, the University of Texas, and to the LBJ Presidential Library.

As an Arkansan, I clearly remember the year after President Johnson left office. Richard Nixon came to Fayetteville, watched Texas beat Arkansas 15-14, declared Texas the number one football team in the nation, and got himself into a lot of hot water, everywhere but here. The best thing to happen in 30 years is that Texas and Arkansas are now in different conferences, because President Clinton could not do that!

I recently held a meeting of transportation professionals -- from all sectors -- aviation, automotive, highways, transit, rail, and maritime. I was told we had never brought them all together in one room. And the most significant, poignant remark was when someone asked: why did it take 30 years? As we see with our distinguished panelists, it will not any more.

As you saw from the video, I believe President Johnson would be proud of how far we have come. He would want us to celebrate our successes: the elevation of the importance of transportation to our economy, the economic miracle of our aviation system, the 10,000 lives we save a year on our highways, the increased coordination between highways and transit. We have created the best transportation system in the world.

But is it the greatest system it can be? I say no.

For it is not yet a system fully international in reach, intermodal in form, and intelligent in character. Of all the challenges to prepare for in the next 30 years, that is the greatest.

Transportation must have an international reach, to focus more on the ports and airports and aviation agreements that will give us the opportunity to access markets all around the globe.

It must be intermodal in its form, which will come only when railroads, and airports, and highways, and ports all effectively connect to one another -- as highways and transit now do.

President Johnson brought us together from several departments to better coordinate policies, yet I believe internally we have operated too much like a holding company, where

individual modes have been in isolation. If we're to realize the dream President Johnson envisioned we have to do better -- and we will.

And our system has to be intelligent in its character. We need cars that talk to roadways, smarter highways, so driving becomes safer. If President Johnson were here, he would say we need to further reduce highway deaths. And we can, if we bring the science together with the concrete, asphalt, and steel as one.

And we have other challenges. We have to prepare our youth to enter our chosen field. Since President Clinton has been in office, our transportation service sector has added almost 700,000 jobs. That is wonderful, but we need a talented and skilled pool of future workers.

So, with the help of our private partners, we are reaching out to a million youth, going into our schools, having a conversation with our children, recruiting them to pursue transportation jobs.

Let me mention one other most immediate challenge. When Congress reconvenes in September, on the table is legislation to determine how much we will invest in highways, transit, and safety in the 21st century. There is legislation on what to do with Amtrak. And longer term, they will look at how to fund aviation into the 21st century. It is unprecedented in transportation history as to the magnitude of decisions, and the kind of money that Congress must vote, up or down.

As President Johnson pleaded our case three decades ago, I will do the same -- on a bi-partisan basis. For without the investments in infrastructure, we cannot be the greatest.

So that is how I see us preparing for the next century, and new millennium. For we can, and I want to end with a prediction, accomplish as much in the next 10 years, as what occurred in the last 30, if -- if -- this Department of Transportation becomes more visionary and vigilant. And it will.

Thank you.

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Briefing Room

### REMARKS PREPARED FOR DELIVERY SECRETARY OF TRANSPORTATION RODNEY E. SLATER CEREBRAL PALSY UNITED AWARD CEREMONY AUGUST 28, 1997 WASHINGTON, D.C.

Thank you so much. I am deeply honored. But I must ask, are you sure you have the right fellow? Was that really me you meant to heap so much praise on? I am not sure I know that person.

I am deeply honored and truly touched by this award that you have bestowed upon me tonight. And when you say it is I who have given you "reason to believe," I say it is you who have given me reason to believe.

If it had not been for people like you, my mother and stepfather and family and friends, I would not have had reason to believe in myself and in the good of others.

If it had not been for you, my love of God would not be as strong.

If it had not been for you, I would not have achieved what I have achieved.

It is all of you gathered here tonight who give people the reason to believe.

And I am so proud to have been a part of United Cerebral Palsy. I was delighted to learn that since I was on the board and we decided to move to a bigger building, that you have grown eight-fold to an organization of 230 people, devoted to bettering the lives of others.

This gives all of us reason to believe in the goodness of people.

I also remember working hard to get more resources into the eastern part of the state for public transit, which was in short supply especially for the disabled. And this fall, as I work with Congress to win approval of President Clinton's \$175 billion program for highways and transit, we'll be pushing to keep the flexibility in the law that allows states to spend more on rural and para-transit.

So, thank you again for this wonderful award. And I look forward to continuing working with all of you for the betterment of our communities.

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# REMARKS PREPARED FOR DELIVERY SECRETARY OF TRANSPORTATION RODNEY E. SLATER REPRESENTATIVE MARION BERRY'S ECONOMIC DEVELOPMENT DAY AUGUST 28, 1997 LITTLE ROCK, ARKANSAS

Thank you so very much Congressman Berry for those kind remarks. It is a pleasure to see so many good friends in the audience. And I am never happier than when I am back here in my old home, in the heart of northeast Arkansas.

You have been talking all morning about economic development, about building your communities, about providing opportunity, about solving problems and preparing for the future. And it is no coincidence that these challenges are at the very core of what President Clinton has been doing the last four-and-a-half years.

He promised to cut the federal deficit by 50 percent in his first term, and then went ahead and reduced it by 80 percent, so that interest rates could come down and help the economy to grow, to create jobs.

And this summer, working with Congress, he reached an historic agreement to balance the budget by 2002. This was no easy feat. This is the first balanced budget since 1969.

But even more significantly, we are cutting the deficit in a way that allows us to build a nation for the 21st century, to build our communities, to build our rural areas, to build our cities. And we are doing it in a way that is consistent with our values as a nation.

Eighty percent of the tax cut goes for things that benefit middle-income Americans --- education, tax credits for children, and savings incentives. These will make it easier for average people to raise their kids, to afford a good education, to buy a new home, and to save for retirement.

Our investment in higher education is the largest increase in the last 50 years, which we will need if our children are to compete in the global economy of the new millennium.

Our investment in community building will triple the number of empowerment zones, which we will need to create opportunity in distressed areas of the nation.

Our investment in health care for children is the largest increase in the last 30 years, which we will need so our children can grow up strong.

And even at a time when we are reducing the deficit, we're spending record levels on transportation. We're putting 20 percent more into America's infrastructure.

Why? Because transportation is a community builder and an economic developer. It is about more than concrete, asphalt, and steel. It is the means by which we pursue happiness, take our kids to school, get to work, and access opportunity.

You, the people of the Mississippi Delta, know this better than anyone. I learned that myself as a youth in Marianna, when the new Interstate was built and my mother was able to get a job in a new factory, 17 miles away. She earned more than my stepfather could -- even though he was holding down five jobs.

I was in Memphis yesterday, and you can see they have learned the lesson, too, using transportation dollars as seed money for developing the riverfront.

The Federal Highway Administration, in a study I requested when I was the Administrator, found that as much as two-thirds of the job growth in the counties and parishes of the Delta was the result of highway and other transportation improvements -- two-thirds of the new jobs. And in no county studied was the growth rate less than 25 percent.

And know this -- the policies of President Clinton are in line with virtually every transportation recommendation made by the Lower Mississippi Delta Commission back in 1990. (Of course, that shouldn't come as a great surprise, since the commission was chaired by then-Governor, Bill Clinton.)

Almost all of the commission's 55 transportation recommendations are either finished or under way. The panel called for federal initiatives to help make the economy more information-based, which the President has done through grants and by working to link all schools to the Internet. And his community development banks are helping Delta Valley businesses to prosper.

And while these policies have helped people up and down the mighty Mississippi River, I believe it is time to take the next step -- to go from thinking like a region to acting like a region. I hope that soon we'll be able to hold a Delta summit to strategize for the future, as suggested by Ray Bryant of the Lower Mississippi Delta Development Center.

The time has come to deal with Delta problems as a united region, as a union of eight-and-a-half million people. We must form working partnerships, both public and private, at the national, state and local levels to solve our problems as a region.

This is the key to moving ahead. This is the key for preparing to tackle the challenges, the uncertainties of the 21st century when we have to compete on a global stage.

We have a major piece of legislation before Cong. Berry and his colleagues called the National Economic Crossroads
Transportation Efficiency Act, a \$175-billion initiative. Its objective is to rebuild our transportation system. It will be the most important domestic program Congress considers this fall.

Eighty percent of the initiative would go for core highway programs. We have a mighty road network that Americans depend on. We must keep it that way.

We are also seeking a 17 percent increase in mass transit, which will benefit our urban and rural areas alike. We want a 30 percent increase in environmental programs to deal with the effects of traffic congestion. And we want a 25 percent increase in safety, so we can get more aggressive against aggressive drivers, red-light running, and the like.

This is a program that will help to rebuild America like all the other programs in which we have worked with you. This is a program that will complement the brownfields initiative. This is a program that will complement the empowerment zones and enterprise communities initiative.

This is a program that will complement the effort to move people from welfare to work. This is a program that will complement the community development banks, and all the programs to move urban, suburban and rural areas alike.

This is an initiative that takes the case of transportation into the living rooms, into the family rooms of the American people. It tells them about the importance of transportation as we pursue happiness. Transportation -- it is the tie that binds.

I remember in 1992, and I'll close on this: When President Clinton accepted his party's nomination, he said: "The best social program ... the best family program ... the best economic program -- is a job."

And that is what his presidency has been about. Creating opportunity for all, requiring responsibility from all, building a sense of community for all.

We do not have to imagine any of these things to see them in a positive light. All we have to do is see things as the are, as they are. A strong economy, stronger communities, and the strongest nation in the world -- not because of our military might but because of our economy.

So, we can be assured that our best day as a nation are yet ahead of us.

Thank you, very much.

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### REMARKS PREPARED FOR DELIVERY SECRETARY OF TRANSPORTATION RODNEY E.SLATER AMTRAK WHISTLE STOP TOUR AUGUST 29, 1997

draft 1 -- 4 minutes -- by Ilene (note: not yet confirmed if Governor or Senator Hutchison will be here)

I have been home on vacation. But I heard the Whistle Stop Tour was visiting Little Rock, so I wanted to stop by, and tour the train, and see Mayor Dailey, and Congressman Snyder, and former resident Tom Downs, and so many old friends.

When President Clinton honored me by appointing me Transportation Secretary, that also meant I had the honor to become a member of the Amtrak Board of Directors.

In the last six months, I have seen how very special Amtrak is to our nation. How very critical it is to our transportation system, to the 20 million people who ride the trains, and to the 12,000 who board in Little Rock every year.

The Texas Eagle comes through Little Rock three times a week, on its way to Chicago or San Antonio. I know Amtrak is considering expanding that service, and I know all of you are all for that, are you not? (note: tentatively planning to add one more day by November.)

Every other major country in the world has a national rail system. America needs a thriving one, too. So people can move safely and comfortably between cities. So those in rural America can reach out and connect with urban centers. And so train stations can attract businesses and stimulate local economies as we see in cities across our country, and especially here in Little Rock at beautiful Union Station.

When I return to Washington, I will be urging Congress, on behalf of President Clinton, to do what every other major country does: invest in our national rail system. We want to provide federal funds so Amtrak can continue to upgrade its equipment, and facilities, and services so we can keep America well connected in the 21st century. For the best days of America's train system are yet ahead of us.