2.52

News:

U.S. Department of
Transportation

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
WHITE HOUSE BRIEFING ON NEXTEA AND STATUS OF REAUTHORIZATION
OCTOBER 1, 1997
WASHINGTON, D.C.

As you know, about 14 ½ hours ago, ISTEA expired. So, here to remind us of the importance of transportation funding to every community in this country are Governor Miller of Nevada; and Wayne Curry, County Executive, of Prince George's County. And, of course, the Vice President will be speaking as well.

The President stood in this room, six-and-a-half months ago, to announce his $175 billion, six-year proposal to build America's transportation system for the 21st century. A proposal that would increase new transit construction by 17 percent; the core highway programs, by 30 percent; safety, by 25 percent; and the environment, by 30 percent.

Since then I have tried to take our transportation message to the American people, who use the system every day in every way. We have brought the discussion into the living room.

They have seen President Clinton and Vice President Gore work toward balancing a budget, while increasing investments in transportation to record levels. The American people know investing in transportation is important to this nation's future.

Six-and-a-half months ago the President, called on us to work together, in a bipartisan way, to pass this legislation.

I have spent many hours in recent weeks talking with lawmakers in both parties, and on both sides of Capitol Hill. What has impressed me is that we have seen broad support for the President's proposals. Everything he wants -- and America needs -- is in either the House or Senate bills, or both.

- more -

We want to increase safety investments. We want to protect the environment. We want to invest in technology that will relieve congestion. We want to continue innovative ways to finance projects and move them forward faster. We want those who are moving from welfare to work to have transportation to reach the jobs that are out there. We want to continue the Disadvantaged Business Enterprise program.

All of that is in one, or both bills, and that is good.

Things are moving, although clearly not in the same sequence yet.

We anticipate the bill will be on the Senate floor later this month. Chairman Chafee and Chairman D'Amato favor a six-year bill. That is what the President wants. I certainly hope the House would do the same, rather than wait until the spring. Our partners, the private sector, the states, the counties, the cities -- they need to plan long-term.

Let's remember what we are deciding here is not just how we invest in highways and transit in six months or six years. We are deciding what transportation will be like in 60 years.

We have a long tradition of Democrats and Republicans, working together to pass bipartisan transportation bills. What obviously comes to my mind is the work the Vice President's father and President Eisenhower did to build the great Interstate.

Then the country was a little simpler. With one "I" word, you could describe transportation -- the Interstate.

Today, our challenge is to build a transportation system that is international in reach; intermodal in form, so we bring highways, and transit, Amtrak, and ports, bicyclists and pedestrians -- all together; intelligent in character, so the real highways are as smart as the Vice President's information highways; and inclusive in service, so all benefit. That is what transportation in the 21st century must be about.

# # # #

The President talks about a balanced budget that is in balance with our values. I know we in this room share those common values.

But there are those who do not share them, and who plan harmful amendments that will undercut what is essentially excellent legislation.

The Vice President put down some markers today, as the debate continues.

I want you to know that I will fight to make sure important programs that some want out, stay in. Specifically, I speak of the DBE program signed by President Reagan that sets a goal of 10 percent of highway and transit construction work for women- and minority-owned businesses.

And we will make sure innovative finance projects, include Davis-Bacon and 13c labor protection provisions. And we will yield no ground to those who seek to repeal the important labor protections of Davis-Bacon and 13c.

And you can be sure that I will work to keep welfare to work, and environmental investments, so important to the Vice President, in the final law.

And I will work to fund safety programs that would increase seat belt use and reduce drunk and drugged driving. And I will oppose exempting various types of trucks from size and weight limits and drivers from hours of service requirements.

I will be working with both sides of Capitol Hill.

And I am sure your voices will be heard as well.

Thank you.

# # # #

2.50

RS -- Buckle Up America script (to be delivered live) -- 10/6/97
draft 1 -- (by Scott) 3 minutes

Thank you, Vicki. I am delighted to be with you to kick off our 'Buckle Up America' campaign.

President Clinton and I believe very strongly in getting more Americans to use seat belts.

Clearly not enough people are buckling up.

And this can be a deadly mistake.

Thousands die every year in traffic accidents.

The victims are husbands and wives, friends and relatives ... people many of us may have known and loved.

But there is something we can do to stop the carnage.

We can save thousands of lives every year ... we can prevent tens of thousands of injuries ... simply by getting more people to use their seat belts.

Today only two-thirds of riders and drivers buckle up.

But I believe we can do better.

So, six months ago I stood with five former Transportation secretaries to announce a bold goal.

We said the number of people who buckle up should rise to 85 percent by the year 2000.

And now ... with your help ... we are ready to launch the program to get us there.

'Buckle Up America' has four key parts.

Strong public-private partnerships.

Effective legislation.

Active, high-visibility enforcement.

And good public education.

Blended together ... we know this is a winning combination.

Seat belt and child restraint use will go up.

But we can only set the goal.

You have to help us achieve it.

Now we realize ... as doctor Martinez said earlier ... that each state and each community is different.

You will want to devise plans that work for you.

You will want to come up with your own ways to make 'Buckle Up America' work.

So while today we will focus on proven techniques ... I urge you to discuss new ideas and share them with other safety advocates.

Working together, we can save lives and prevent needless injuries.

I can think of no better way to usher in the 21st century.

Thank you very much.

And now, let's listen to a message from President Clinton.

-30-

2.57

REMARKS PREPARED FOR DELIVERY
SECRETRY OF TRANSPORTATION RODNEY E. SLATER
PARTNERS FOR LIVABLE COMMUNITIES
LEADERSHIP AWARDS PROGRAM
OCTOBER 6, 1997
WASHINGTON, D.C.

Let me first say how delighted I am to be here on behalf of President Clinton and Vice President Gore. Partners for Livable Communities, and the people you are honoring tonight, go right to the core spirit of this Administration.

Putting people first. That is how it all started. And that is how it keeps happening.

Redirecting government to carry out the peoples' will. Looking for solutions by looking at the problems from the local perspective. And asking the questions: What does the community really want? What do the people really need? I have yet to meet a local leader or resident who did not know how to fix a local problem better than a Washington bureaucrat.

All they needed were the tools and resources to get the job done. All they needed was to bring the community together, the neighborhoods, the businesses, the schools, the elected officials -- to work together as one.

And that is why President Clinton brought with him so many people experienced in community politics. People who can build bridges across social divides, thereby building stronger, happier, more prosperous communities.

People like my former boss and ex-mayor of Denver, Federico Peña, whom you are honoring tonight. People like my friend Mayor Emanuel Cleaver of Kansas City, whom you are also honoring. And all of the others.

I think President Clinton says it best in his letter to you tonight.

This is what he says about the first Bridge Builder awardees: "a group of extraordinary individuals who have done so much to reach across the gulf of race, region, and economic status to build better communities for all Americans."

Clearly, this is the kind of bridge building America needs as we go into the 21st century.

And Vice President Gore was right in his letter to you: "Only through collaboration, cooperation, and equal opportunity can we recreate a competitive global agenda for America's businesses and for the economic well-being of our citizens."

My friends, we need the brand of leadership represented here. The country needs more leaders like the late Dan Sweat, who inspired this awards program by helping bring Atlanta's black and white communities together.

We are a diverse nation. That is our strength. And through the efforts of groups like Partners for Livable Communities, you are showing what can be achieved when Americans work toward a common goal.

I am very proud in this regard, of what we are doing in transportation.

Since I became Secretary in February, I have visited half the states, over 50 cities, and I always go to listen and learn.

What I have found is that many people believe, as I believe, that transportation is more than concrete, asphalt, and steel. It is about people -- our mobility, our choices, our lifestyles, our safety, our environment, that is so important to this area.

And it is about providing economic opportunities so people can benefit from the tourism, and get jobs, and climb the ladder of economic prosperity as well.

These are the principles included in the President's $175 billion plan before Congress to keep building and rebuilding our highways and transit systems over the next six years. This is an 11 percent increase over current levels.

And know this: The President's proposal carries forward, where some don't, a close link to communities, allowing decisions to be made at the local level, not in Washington.

We are seeking more resources for things that make our communities more livable, that improve the quality of life ... cleaner air, reduced traffic congestion, and more amenities like bike and pedestrian paths, historic preservation, and improved lighting along inner-city streets.

In fact, we have funded some 8,000 transportation enhancement projects ... worth some $1.6 billion ... around the country over the last six years. And many of them, I might add, were started on Secretary Pena's watch.

So thank you very much for inviting me tonight. I am sorry I cannot join you for dinner because of a prior commitment.

But know this. The work you are doing is absolutely critical if America is to be a strong global leader in the next century. And with your help, clearly our best days are yet to come.

# # # #

U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, October 3, 1997

Contact: Karen Whitney
Tel.: 202-366-0660

M E D I A A D V I S O R Y

U.S. Department of Transportation (DOT) officials will host a closed meeting beginning at **4 p.m. today, Friday, Oct. 3** to discuss proposals for the Long Beach Freeway (California State Route 710). Participants will include federal, congressional, state and local officials as well as representatives from the affected communities.

Members of the media are invited to convene in room 2230 of the DOT headquarters building for an opportunity to speak with meeting participants at the conclusion of their meeting.

WHERE: U.S. Department of Transportation headquarters
400 7th Street, SW (use visitors entrance in southwest lobby)
Room 2230

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2.48

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WETA -- DIVIDED HIGHWAYS: THE INTERSTATES AND
THE TRANSFORMATION OF AMERICAN LIFE
OCTOBER 10,1997
WASHINGTON, D.C.

Thank you Sharon (Percy Rockefeller), and thank you Michael (Wickham), and good evening to all of you.

I often tell a story about how I first learned about the importance of the Interstate. I was growing up in Marianna, Arkansas. When the Interstate came about 17 miles from my home, with it came a new factory. So my mother was able to get a job, at that factory, where she earned more than my stepfather -- even though he was holding down five jobs at the time.

Let me say, the lesson was clear: that road brought to my family the most important gift of all -- the American dream.

So when President Clinton asked me to became Federal Highway Administrator, and now Transportation Secretary, I set a simple mission.

I wanted the American public to understand that transportation is about more than concrete, asphalt, and steel. It is about more than connecting town to town, or city to city, or 48 states.

It is about people. It is about connecting people with economic opportunity. It is about building roads to a more prosperous future. It is about making our enjoyment of life, liberty, and the pursuit of happiness possible.

So, I want to say to WETA, and to all of you who worked on this documentary: thank you. Thank you for producing a documentary that some may say, well it is only about a road. But you know, it is more. And we will teach our children that it is more.

President Eisenhower was right when he wrote: “More than any single action by the government, this one would change the face of America ... the impact on the American economy -- the jobs that it would produce in manufacturing and construction, the rural areas it would open up -- this impact was beyond calculation.”

As Highway Administrator I traveled the Interstate. I took a number of trips, from Buffalo to Laredo ... from San Francisco to Washington.

I would talk to the men and women, who with their orange barrels, build and rebuild it. I heard from the truck drivers, who use the Interstate to move the goods across our land.

I heard from the ordinary Americans, who told me, the Interstate was the lifeblood of their towns.

I saw the most spectacular stretch of Interstate highway in Colorado -- Vail Pass, through the breathtaking Glenwood Canyon, and through a tunnel more than a mile and a half long.

But with the spectacular, I saw sadness, too. I saw the neighborhoods left behind and the bad air. It gave us freedom, yet potholes; opportunity, yet congestion; mobility, yet sprawl. This documentary is entitled Divided Highways -- and with a project that affects every community and every American, that takes years to plan and decades to build -- there were mistakes made.

But if you look at America, every time there has been division -- starting with the Civil War -- we always emerge stronger.

Highways may divide, but they also unite. As President Clinton said of the law that created our Interstate, "that law did more to bring Americans together than any other law in this century." With one "I" word, you could describe the transportation system of the 20th century -- the Interstate.

Let me say to you, and I want to end on this, our challenge in the 21st century is to build a transportation system that is international in reach; intermodal in form, so we bring highways, and transit, Amtrak, and ports, bicyclists and pedestrians -- all together; intelligent in character, so concrete and steel is mixed with science to make roads and cars that talk to one another; and a transportation system that is inclusive in service, so all benefit.

As Lincoln did in his day with roads, and Eisenhower in his, it's up to us to bring America together. So, when the film is made of our time, I hope it is called a united transportation system.

With your help, it will be.

Thank you very much.

# # # #

RS -- Flight to Prosperity Conference video -- 10/10/97
draft 1 -- (by Scott) -- 2.3 minutes

Good evening and welcome to all of you.

It is hard to believe in the five short years since I joined the Clinton Administration ... that the aviation industry has gone from basket case to star performer.

It is one for the history books.

The industry has gone from near bankruptcy in 1993, to record-breaking profits again this year.

This year, 600 million people will fly.

In a dozen years, the number will explode to one billion.

Clearly, aviation will be the mass transit of the 21st century.

Along with this growth comes new challenges which ... with your help ... we are effectively dealing with.

We are modernizing the FAA's air traffic control system to make it safer and more efficient.

We are improving security through the work of Vice President Gore's commission.

We have signed 25 open skies agreements.

And we are expanding airport capacity.

I was delighted we were recently able to approve a funding plan for a third runway for Sea-Tac airport.

Seattle is America's gateway to the fast-growing markets of Asia.

And to compete in those markets of the global economy ... our transportation system must be efficient and international in reach.

It must be intermodal in form.

It must offer door-to-door service, like

Seattle is doing by integrating the airport, rail system, seaport, and highways.

And it must be intelligent in character, inclusive in service, and sensitive to the environment.

This is an exciting time for aviation and the entire transportation industry.

As your conference theme says ... we are truly on a Flight to Prosperity.

And I look forward to flying with you.

Have a good conference and thank you very much.

RS -- DACOWITS 10/10/97
draft 1 -- by Ilene -- 2.5 minutes

Hello to all of you.

I am sorry I cannot be there personally. But I know the good you do.

And I want to say: thank you.

You come with one agenda: to make sure the talents of all are fully maximized.

You are helping level the playing field in all the armed services -- by working to eliminate glass ceilings ... recruiting more women ... and improving family life for all.

Look how far we have come.

I visited the Coast Guard Academy this spring -- the first to accept women.

And today, as Dr. Yungman knows, one-third of the cadets are women.

Yet, look at how far we have to go.

In the Coast Guard, we were first to open all assignments to women.

But it was not until this year that we selected our first Admiral, Joyce Johnson.

And let me say, you will see more, you will see more.

Today, one in 10 Coasties are women.

In two decades, it is our goal that one in three be women.

I know a key issue for this conference is opportunities for enlistees.

I want you to know Secretary Cohen and I look forward to your recommendations.

Let me close on a personal note.

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I believe transportation is
about more than concrete,
asphalt, and steel.

It is about people and
providing them
opportunities.

I learned that from, well,
my mother.

When the Interstate came to
where I grew up in
Arkansas, it brought in a
new factory.

So my mother was able to
get a job, earning more
money than my step-father,
who was working five jobs
at the time.

I understand your journey.

As President Clinton says,
we need to create
opportunity for all, by
requiring responsibility from
all, to build a better
community for all.

Thank you, and have a great
conference.

2.47

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATON RODNEY E. SLATER
AMTRAK REAUTORIZATION AND LABOR DISPUTES EFFORTS
OCTOBER 15, 1997
WASHINGTON, D.C.

- Governor Carper and I had a productive meeting.

- I hope this meeting will create momentum among the parties: ... labor, management, and Congress.

- I hope they can settle by the deadline, next Wednesday.

- No one wants a strike. No one gains from a crisis. It's a lose, lose situation.

- Major impact: ... half a-million commuters stranded in the Northeast, especially New York, Boston, Philadelphia ... massive congestion as commuters take to their cars and clog already jammed roads ... some $ _____ in freight rail shipments interrupted .... cost to the economy: $ _____.

- So, I am urging labor officials, management leaders, and lawmakers back in Washington to redouble their efforts to achieve a settlement before next week's deadline.

- Thank you very much.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, October 14, 1997

Contact: Carrie Hyun
Lorie Dankers
Tel.: 202-366-5565

Media Advisory

U.S. TRANSPORTATION SECRETARY SLATER TO MEET WITH MID-ATLANTIC OFFICIALS ON AMTRAK REAUTHORIZATION AND LABOR DISPUTE EFFORTS

Transportation Secretary Rodney E. Slater will be available to reporters in Wilmington, Del., and Washington, D.C., following a meeting tomorrow, Wednesday, Oct. 15, 1997, with Delaware Governor Thomas Carper and mid-Atlantic transportation officials on efforts to gain Congressional action on Amtrak reauthorization legislation and resolve the Amtrak labor dispute.

Congress has been unable to agree on legislation that would free up $2.2 billion in capital funds made available in the balanced budget agreement. Secretary Slater has urged Amtrak's management and labor to redouble their efforts to reach a settlement before next week's deadline. Last month, the Presidential Emergency Board (PEB) made recommendations to the parties on the outstanding issues. The parties have until Oct. 22, 1997, to settle the dispute before being allowed to resort to any form of self-help.

SCHEDULE FOR SECRETARY SLATER ON WEDNESDAY, OCT. 15, 1997

7 a.m.	Depart Union Station on Amtrak #102
8:23 a.m.	Arrive Wilmington Station
8:30 a.m.	Meeting (Closed to press)
9:45 a.m.	Media availability Antique Waiting Room, Wilmington Station Wilmington, Del.
10:35 a.m.	Depart Wilmington Station on Amtrak #107
11:59 a.m.	Arrive Union Station, Washington, D.C.
12:05 p.m.	Media Availability Starlight Room, Union Station Washington, D.C.

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2.45

News:

U.S. Department of
Transportation

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
NORTH AMERICAN INTERMODAL TRANSPORTATION SUMMIT
OCTOBER 17, 1997
DENVER, COLORADO

This is an incredible opportunity to not only celebrate the ties that bind the United States and our neighbors, but to set a course for transportation in the 21st century.

And let me say to my friends: I hope our private meetings today are as successful as President Clinton's this summer, when Denver was the world stage for the G-7 summit.

You should know, Mister Secretaries, Denver is the home of two of my colleagues in the Cabinet -- Secretary Peña, Denver's former mayor; and Secretary of State Albright.

Secretary Albright is making her mark by traveling, not around the world, as you might expect, but to the middle of America, explaining why foreign policy is a bread and butter issue.

Let me say, so is transportation.

Transportation is about more than concrete, asphalt, and steel. It is about providing economic opportunity.

This afternoon, we will deal with issues our predecessors 10 years ago never dealt with. Issues of how we can better move the billions of dollars of goods and the millions more people, north and south, since we tore down trade barriers.

And this is just the beginning. President Clinton is in South America, this week. By 2005, he hopes the entire hemisphere will be a free trade zone, and as he declared "we can see a new world in the making."

- more -

Let me be clear: to a great extent, that new world depends not only on how we bridge our differences on opening markets, but how we build bridges that bring goods to market and people to places.

Look at America. In the last half of this century, you could describe transportation in one word -- the Interstate.

It connected cities. It made manufacturers more competitive. It grew the suburbs. It brought jobs to millions. If 40 years ago, our leaders had not imagined how we could change the face of America with a highway, we would not be the mobile, prosperous country we are.

I say to you, clearly, it is our turn. It is up to us to visualize transportation in the 21st century.

A century when information superhighways will deliver products to homes or offices around the world faster than a plane or train ever will.

A century when whether a company is a freight forwarder, railroad, trucking firm, or airline -- the consumer will know them as simply the shipper.

A century where Soccer Moms will be replaced by services that move people, everyday in everyway.

A century where a larger percentage of federal dollars will go to fix -- rather than expand -- our infrastructure, making it more environmentally acceptable, and safer than today.

A century where ships will be bigger; buses, lighter; planes and trains, faster; and technology that has yet to be developed will have effects we cannot imagine.

So, how should we define in the 21st century, a system that dominates as the big I -- the Interstate -- did in this century.

I define it like this. It is important that it be an integrated system. That it be international in reach; intermodal in form, intelligent in character, and inclusive in service.

Four new Is.

Why international in reach?

Just look at the students in this room. You will live global lives. You will travel further and faster than we ever will. You will compete with companies half a world away, because the cost differences of transporting whatever you make versus whatever they make will not be a factor.

You will need roads to markets that do not stop at our border. Since NAFTA was signed, American exports have grown 37 percent to Mexico and 34 percent to Canada, supporting 300,000 American jobs.

In 1995, with our friends in Canada, we tore down aviation restrictions. Within two years, 3.5 millions more people flew between our countries; 50 new routes were served; and the net economic benefit was $4 billion.

Why must it be intermodal in form? Because unless we bring highways, transit, rail, airports, and seaports together, we will not be as efficient as we need to be.

What is the fastest growing sector in freight transportation in America? Intermodal. It is a quarter of the market.

We just built an airport terminal in Washington, and the convenience of it, is that the subway -- the subway -- goes right to the terminal.

We have in the Department of Transportation an Intermodal Office, formed just a few years ago. But let me say what those in that office have told me. They have a goal. They want to be put out of business.

You see, they want to see the day when they do not have to be the watchdog, because ingrained in highway, train, transit, and maritime planners is the concept that they build systems that connect. So, the customer has door-to-door transportation.

And let me say, that day will come sooner, because of the pioneering efforts of this university to offer an intermodal curriculum. I thank you for that.

Why intelligent? We need smarter highways. And we need cars that do the driving. When people drive they make mistakes that lead to accidents. When the car is in charge of the driver our roads will be safer.

If you have ever been to a border crossing, you know the bottlenecks. We are now conducting tests at six crossings of the U.S.-Canada border, and four at

the U.S.- Mexico border, aimed at electronically checking truck drivers and their cargo.

And in the air, we are changing the way pilots navigate in the future, just last month successfully demonstrating the new system with a plane landing in Tijuana.

And let me say any integrated transportation system must be inclusive. We come here representing 400 million people. Whether they live in suburban, urban, rural, or along the borders of our countries -- clearly all must benefit.

So, today as I meet with my distinguished colleagues, it is with the desire that we build that integrated system -- international in reach; intermodal in form; intelligent in character; and inclusive in service.

Whether we do or do not, I will tell you this: others in the world will.

So, we have a big incentive to take forward steps today.

With Secretary Ruiz, we will discuss what has been a thorny issue for us -- cross border access for trucks and buses. We will try hard to resolve a dispute over whether U.S. small package firms can use equipment Mexican firms do. On the agenda will be drug and alcohol testing for drivers, expanding opportunities for our airlines, and providing assistance in both aviation and sea safety programs.

And with Secretary Collenette, we will talk about tearing down the last remaining restrictions on aviation, and setting the stage for a truly binational agency that oversees the St. Lawrence Seaway.

And we will spend time discussing legislation before Congress that funds transportation in the next six years in our country. President Clinton has asked for substantial funds for border transportation needs and let me say in the Senate and House versions of the bill, border programs are included -- and that is good.

Let me close on this -- and I say it in front of two friends, who share my title. It is a wonderful time to be a Transportation Secretary.

The United States Department of Transportation is 30 years old, and we celebrated by going on a diet. We downsized. We are giving more authority to state and local governments. But with President Clinton's leadership we stood strong for increasing infrastructure investments. They are up 20 percent, at a time when we have cut the budget deficit to almost zero.

Our transportation industry is healthy. Since the President has been in office, almost 700,000 transportation jobs have been created.

Now, with our long borders, our rich history, our free markets, I want to create with our neighbors an integrated transportation system for the 21st century. Our best days are yet ahead of us.

Thank you.

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2.46

News:

U.S. Department of
Transportation

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

FOR IMMEDIATE RELEASE
Friday, October 17, 1997

Contact: Bill Adams
Telephone: 202-366-5580

Media Advisory

TRANSPORTATION SECRETARY SLATER TO BRIEF ON THE NEED TO CONTINUE THE DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Transportation Secretary Rodney E. Slater will address the Administration's proposal to reauthorize the Disadvantaged Business Enterprise (DBE) Program in a briefing for reporters at 1 p.m. Monday, Oct. 20, in the Marx Media Center at the U.S. Department of Transportation.

The DBE program was first signed into law in 1983 by President Ronald Reagan, renewed in 1987 when women-owned businesses were added to the program, and renewed again by President George Bush in the ISTEA (Intermodal Surface Transportation Efficiency Act of 1991) legislation. President Clinton has proposed continuing the program under ISTEA reauthorization, and the House and Senate authorizing committees have included the DBE program in the bills currently under consideration in Congress. Joining Secretary Slater will be contractors who support the program.

WHO: U.S. Secretary of Transportation Rodney E. Slater;
Nancy Archuleta, Chairman and CEO, MEVATEC Corporation, Huntsville, Ala.;
Elaine Martin, President, MarCon, Inc., Jerome, Idaho.

WHAT: Press briefing on President Clinton's proposal to continue the Disadvantaged Business Enterprise Program

WHEN: 1 p.m., Monday, Oct. 20

WHERE: Marx Media Center (Room 2201)
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C.
(News media representatives should use the southwest entrance.)

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CONGRESSMAN JAMES DUNCAN LEGISLATIVE DAY
OCTOBER 22, 1997
WASHINGTON, D.C.

Thank you for the generous words.

I have been working very closely with my good friend Congressman Duncan. Our FAA administrator, Jane Garvey, was recently in Knoxville with him to launch a new test program at the airport to enhance security. And we have worked together on the scenic byways program so Tennessee can take full advantage of this very popular effort to make American beauties, like Great Smoky National Park, even more attractive for tourists.

So, it is quite an honor to be here ... not only among some of Tennessee's outstanding leaders but as part of a distinguished roster of speakers that reads like a who's who in American politics.

But it is no wonder so many good people are here today because Congressman Duncan is a great leader. He brings people together, regardless of political stripe or point of view.

And few are able to do what he did a week or so ago. He pulled together a meeting of members of Congress on aviation issues. (You know, he's chairman of the aviation subcommittee.) It was a balanced, bipartisan group. About 10 Democrats came and 10 Republicans, which itself is an accomplishment. And, he got them all to come at 8 o'clock in the morning!

Well, we owe a big debt to Congressman Duncan ... House Speaker Newt Gingrich ... Majority Whip Dick Armey ... Budget Committee Chairman John Kaisch ... Transportation Committee Chairman Bud Shuster. They have helped to put transportation issues on the front page and in our living rooms on the evening news.

For the past few weeks Congress has been considering legislation to renew federal highway and transit programs. President Clinton has put forward a $175 billion, six year plan to renew and expand transportation spending by 11 percent.

Others, in both the House and Senate, want to spend even more ... this despite the historic agreement to balance the budget reached this summer between the President and Congress.

Why this battle? Why has it been in the news? Because transportation is about more than concrete, asphalt, and steel. It is about providing economic opportunity. And as we globalize our economy, this is ever so more important. We cannot compete in the global markets of the 21st century if our transportation system is holding us back.

We must work to make it an integrated system ... that is international in reach, and intermodal in form where the roads, ports, airports and railways are linked together.

And it must be intelligent in character, taking full advantage of today's latest high-tech gadgetry; and the system must be inclusive in service, where all benefit, where all can easily get to work and home again.

Earlier this month Vice President Gore and I met at the White House with over a hundred people involved in transportation to talk about the pending legislation. And I think Nevada Governor Bob Miller summed it up best when he told us that transportation is the single most important issue in developing local businesses, which create jobs and raise the standard of living.

Well, let me mention a couple of other things before taking your questions.

This past week has been especially active. Last weekend, we averted a trade war with Japan in a dispute over access by U.S. cargo ships to Japanese ports. It had been a long-simmering dispute over Japan's restrictive port practices. Our Federal Maritime Commission, which is an independent agency, decided to bar Japanese ships from our ports because the owners failed to pay fines that were imposed on Japan for failing to lift those port restrictions.

Now this may not sound like much. But to show you how vital transportation is to this nation, the three Japanese shipping lines that were fined carry about one-quarter of some $60 billion in U.S.-Japan container cargo. That's a lot of trade that could have been disrupted. In fact, Wall Street was so worried that a major trade war could harm the U.S. economy that it drove stock prices down sharply.

So, I am happy to report that we hope to work out the final details of a port opening agreement with Japan in the next few days.

But our tussling with the Japanese is not over. Today, it is aviation.

We have been working for many months on an "Open Skies" agreement with Japan, which would allow unrestricted access for U.S. airlines to Japanese airports. This is critical. Asia, despite some recent setbacks, is the fastest-growing region in the world. And Tokyo is *the* jumping off point.

We have similar agreements with 25 other nations, including with some of our biggest trading partners, such as Germany and Canada, and there is no reason why we shouldn't have open skies with Japan.

The United States and Japan are the world's two biggest economies, but are governed by an outdated 45-year old treaty that greatly restricts air traffic.

Negotiators are meeting again today at the State Department, and I hope they can make some progress.

The stakes are high. This week, full-page ads appeared in the Washington Post urging us to work out a deal. The ads noted that billions of dollars in economic activity would be created, and tens of thousands of jobs supported if a deal can be worked out.

So I am hopeful, that whatever new aviation treaty we negotiate, it will move us toward open skies. Consumers would benefit from lower prices and better services. And the airlines, one of our most profitable industries, would benefit from increased business.

Finally, there's Amtrak. A few days ago, I asked the labor union and management to extend contract talks for at least a week and avoid a strike, which was to have occurred last night. I am urging them to redouble their efforts to resolve their contract disputes quickly. I am also working with Congress to enact legislation to ensure the railway's future viability.

While this doesn't directly affect Tennessee, an Amtrak strike would affect half a million Amtrak riders and commuters in the Northeast. And any prolonged strike in such an important corridor eventually could have national implications.

Despite these problems ... and I will close on this ... clearly we are doing very well.

The American economy today is the strongest on earth, creating over 13 million jobs since President Clinton took office five years ago. After many failed attempts, we've balanced the budget, and might even have a surplus as soon as next year. Federal income taxes have been cut. Crime rates are down and we are at peace with the rest of the world.

We will be ready for the 21st century. Our best days are yet ahead of us.

Thank you.

# # # #

2.42

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WHITE HOUSE CONFERENCE ON CHILD CARE
OCTOBER 23, 1997
WASHINGTON, D.C.

Thank you Secretary Shalala.

Well, it is good to see all of you again. I must say, didn't we have a good session this morning with President Clinton and the First Lady?

It really does take a village to raise a child. It takes every one of us to help, in every way and every day. And it takes an enlightened government to help lead.

And that is why we are all here.

Before we get started with our town hall meeting, I want to briefly mention what we are doing at the Department of Transportation.

As a parent who relies on child care for my little girl, I know how important quality, easy-to-get-to child care is. And as a Cabinet officer who has been asked by President Clinton to work hard to make our communities the finest places to learn, to work, to live ... I am obligated to do what I can to make this happen.

So we have been working with local communities to make child care more accessible for people who use mass transit by helping construct child care centers nearby. We are doing it across the country ... such as a 200-child, Head Start facility at Windermere Station in East St. Louis ... and a 24-hour a day care facility in Columbus, Ohio.

Others are planned for Chicago, Los Angeles, Miami, and here in Washington, D.C.

Quality day care is key and absolutely essential to prepare our youth for the challenges of the 21st century.

But that is only half the story. Getting our kids safely to and from day care, safely to and from school ... is just as important. Whether it is making sure the child is wearing a helmet when biking to school, or buckling them up in the car.

And I know the familiar scene every weekday morning in America. Parents are rushing to get to their jobs, running late, and the toddler wants to play more, and it's easy to think: well, the child care center is just a few blocks away, I won't worry about buckling up the little one.

And I know it's tough. My four-year old, who is very strong-willed and stiffens her body in such a way it's very hard for me to get her in her car seat. In fact, she thinks she should be the driver!

But did you know that four out of five times the child is not buckled properly? Maybe the seat is not anchored tight enough, or the child isn't strapped into the seat tight enough. We can do better.

And did you know that 40 percent of children go entirely unbelted?

This is no good. Clearly, we can to better.

So, just remember ... and tell a friend, too ... use a child safety seat for the little ones, and make sure it is properly secured. And for all children under the age of 12, the safest place to buckle them up is in the back seat.

Thank you very much.

# # # #

News:

U.S. Department of Transportation

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

FOR IMMEDIATE RELEASE
Tuesday, October 28, 1997

Contacts:
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Media Advisory

The Task Force on Assistance to Families of Aviation Disasters will present its final report to Congress to Transportation Secretary Rodney E. Slater and National Transportation Safety Board Chairman Jim Hall on Wednesday, Oct. 29, 1997.

The presentation will begin at 9 a.m. and will be held at the U.S. Department of Transportation, 400 Seventh St., S.W., Room 2230, in Washington, D.C. The meeting is open to news media.

The final report contains 61 recommendations covering all aspects of the assistance which should be provided to family members following an aviation disaster. Each recommendation will be presented by a task force member. The recommendations are directed to the Congress, the Department of Transportation and NTSB, as well as the airlines, the legal community and the news media.

Secretary Slater announced the formation of the task force on March 5, 1997. Its purpose is to make recommendations on improving assistance to families of passengers who are involved in commercial aviation accidents and to examine issues raised by the White House Commission on Aviation Safety and Security. The task force was mandated by the Aviation Disaster Family Assistance Act of 1996.

WHO: U.S. Secretary of Transportation Rodney E. Slater
NTSB Chairman Jim Hall
Task Force on Assistance to Families of Aviation Disasters

WHAT: Presentation of the final report

WHEN: 9 a.m. Wednesday, Oct. 29, 1997

WHERE: Room 2230, U.S. Department of Transportation
400 Seventh St., S.W., Washington, D.C.

Credentialed news media representatives interested in attending the hearing should use the visitors' entrance at the southwest corner of the building and be prepared to show press credentials for admittance.

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2.44

News:

U.S. Department of
Transportation

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
DRUNK DRIVING EVENT
OCTOBER 23, 1997
WASHINGTON, D.C.

In the next 30 minutes, someone will die because of a drunk driver. In the next year, over 17,000 people -- husbands and wives, sons and daughters, people we love, will loose their lives because someone foolishly got behind the wheel after consuming too much alcohol.

This has got to stop. We can do better. And we will do better by toughening the standard for determining when drivers are intoxicated.

So on behalf of President Clinton, today I am endorsing legislation sponsored by Senator Lautenberg and Congresswoman Lowey. It would require every state in the union to toughen up their drunk driving rules. States that fail to enact such laws would have their federal highway funds withheld.

This bill has virtue. By tightening the standard for blood alcohol levels to .08 from the current .10, it would save lives and reduce an awful lot of pain, suffering and lost quality of life. Fifteen states have already passed such laws and 21 others have considered the legislation. And in those states with the new tougher laws, drunk driving fatalities fell 16 percent on average.

This is encouraging news but it isn't good enough. Too many lives are still being lost. What we are against is irresponsible behavior.

What this bill will do is send a strong signal that excessive drinking and driving do not mix. They are unacceptable and will not be tolerated by society.

So I am delighted, on behalf of the Clinton Administration, to endorse this legislation. And I urge swift passage by the Congress. President Clinton is ready to sign it today.

Thank you very much.

# # # #

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CFC AUTUMN FESTIVAL
OCTOBER 23, 1997
WASHINGTON, D.C.

Thank you David (Bolger) ... and let me add my thanks to all of you for coming today.

Let me get straight to the news. I am happy to report the early results. In the first two weeks of the DOT campaign, our family has raised -- listen to this -- almost half a million dollars. We are at 34 percent of our goal. And we have heard from more than 1,800 employees, thank you all very, very much.

As all of you know, I believe transportation is about more than concrete, asphalt, and steel. It is about people and giving them opportunities.

Let me say, that is what all of you are doing here. We are, together, building a better metropolitan Washington. We are helping people, who may be poor, be proud.

President Clinton likes to say "as children of God, we can never fulfill our own ambitions until we help our brothers and sisters to fulfill theirs" And we are doing just that.

Let me end with a request. This year, the President asked me to chair the entire federal campaign. And I know that it would not look good for me, if all the other agencies do a better job at meeting their goals than the DOT. So, we may have 1,800 employees who have signed up ... but that means 4,000 of us still need to fill out a pledge card. Will you help me find those people?

Thank you ... and remember it all comes back to you.

# # # #

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
THE DISADVANTAGED BUSINESS ENTERPRISE
OCTOBER 20, 1997
WASHINGTON, D.C.

As you know, this afternoon, the Senate returns to considering the transportation bill. It is coming to a critical point.

And one of the issues of utmost importance to the President and to me is the continuation of the Disadvantaged Business Enterprise, or DBE, program. This program opens up the doors of equal opportunity for women- and minority-owned small construction firms, so they can compete to build highway and transit projects.

This morning, I sent Majority Leader Lott and Minority Leader Daschle a letter. I told them that if the DBE program is not included in the transportation bill, I will find it difficult to recommend to the President that he sign the legislation.

The reason is this: President Clinton asked us to mend, not end, affirmative action. And some of the proposed amendments would end it.

Many Americans are not familiar with this program. President Reagan signed it into law in January 1983. It was continued by President Bush, with bipartisan support.

And let me say, it has been good for America. Twenty years ago, less than 2 percent of federal highway funds went to minority- and women-owned small businesses. Last year, 15 percent did.

I remember after the earthquake hit Los Angeles, destroying freeways, minority and women businesses did a substantial share -- about 40 percent -- of the extraordinarily rapid repair work. They were so successful politicians who criticize affirmative action eagerly showed up for the ribbon-cutting.

I have said many times transportation is about more than concrete, asphalt, and steel. It is about people and providing them opportunities.

- more -

This program proves it. It has been a positive search for excellence and talent.

Without the program, opportunities will dry up. We know that. Because in the past, when state or local governments cut similar programs, that is exactly what happened. Without these goals in effect what women and minority contractors heard was: don't call us, we'll call you.

Today, minorities represent 20 percent of the population, 9 percent of construction firms, and receive only 5 percent of construction dollars. Until the day equal opportunity for all is finally a reality, President Clinton wants us to continue to reach out -- to act affirmatively in providing equal opportunity.

This program does that by providing a fair opportunity to compete. It does not impose quotas or set-asides of any kind, but relies only on flexible goals. And if the goal is not met, it can be waived. But the important thing is that, even with flexible goals, these companies have shared in a multi-billion dollar industry.

Let me say, and I said this to the Senate Leadership, that more than simply meeting the constitutional test, our program is fair and effective. And in keeping with the President's directive, we are mending it, to ensure it remains constitutional.

So, if this program is not included, Congress would create a huge pothole in the road to equal opportunity. I know we can do better, and with the DBE program we have done better. I look forward to working with the Senate, to ensure it is included, as it has been included in the House bill.

And let me end by saying, I look forward to working with the Senate on the overall bill. We may have some differences. But clearly we have more in common than not in common. What I like is that we are focusing on many of the same issues. Much has been taken from the President's proposal, especially with respect to basic surface transportation programs, welfare to -work, the environment, technology, and safety.

I look forward to the day when President Clinton can sign a bill into law.

Thank you.

# # # #

2.43

RS -- Work Zone Safety Conference -- 10/28/97
draft 2 -- (By Scott) -- 13 minutes

NOTE: SECRETARY DID NOT GO.

Let me first commend the organizers of this timely conference -- the Laborers' International Union of North America; the Laborers' Health and Safety Fund, which has been researching work zone safety under a grant from the FHWA; and the Johns Hopkins University.

And let me just note that General Ken Wylke, President Clinton's choice to take my old job as Highway Administrator, is at his confirmation hearing today. I have no doubt that safety will be his priority when the Senate confirms his nomination, which I hope will be soon.

This is a busy week for me. I have been on the phone and in meetings with lawmakers in Congress as we work to renew ISTEA. I am headed up to the Hill, in fact, as soon as I finish here. We really need a bill so we can get on with the business of improving safety and our transportation infrastructure. This is absolutely vital if our workers and businesses are to compete in the global economy of the 21st century, as President Clinton wants them to.

I have also been busy on Amtrak. I am pleased to announce that last night Amtrak management and our union friends in the BMWE agreed to continue to talk for another week. This will avoid a strike that would have stranded half a million riders and commuters, and badly disrupted the heavily traveled Northeast corridor.

We have been in intensive negotiations to settle this dispute. We have made progress, and we need to make more. And I am working with Congress to get an Amtrak reform bill passed that will help free up more than $2 billion in capital funds for Amtrak.

But I really wanted to make time to meet with you today. As some of you know, I signed the research grant when I was Highway Administrator that led to this conference. I believe strongly in following up. So I am delighted to be able to do that.

But more than that, safety is our North Star at the Department of Transportation. And every day in every way, we are working to achieve a safer transportation system.

My deputy, Mort Downey, was just in Europe at an international conference. He told me a story. After years of playing catch up, the United States is now in the lead in developing smart cars and highways.

And what were they talking about most at the conference? How to use the technologies to improve safety. In Sweden, they announced a zero fatality goal for highway traffic accidents. What a wonderful goal.

I urge everyone here to think about whether we can do this in our highway construction work zones.

Too many of the men and women who build and maintain our highways are at risk. It is the deadliest of construction jobs. Last year, we lost 719 people -- workers, drivers, and passengers -- in work zone accidents.

And since nearly two-thirds of those fatal accidents did not involve traffic vehicles, we must do as you are doing. We must look for ways to control non-traffic hazards -- to intervene before they cause an accident. We must heighten safety training and awareness. We must make safety a state of mind, and of being.

I am impressed by your innovation. Programs like the cash awards competition, which encouraged Paul Suits to come up with the idea of an awareness light, so heavy equipment drivers wouldn't inadvertently back into power lines. Or the spotter/operator warning device by William Mayville.

Now, despite the fact that state and local governments have primary control over the work zone, I believe the federal government can and should play a role.

Beginning early next year, we will have a clearing house for work zone safety information, statistics, research, and new technologies. And with our partners -- the American Road and Transportation Builders Association -- we are putting together new work zone driver safety education materials. They should be available next month.

And we are revamping and expanding our popular training programs run by the National Highway Institute.

And let me say, that a well-trained workforce is the key to safer work zones. I cannot emphasize this enough.

One last point I want to make -- I should say one last favor I want to ask -- is that you help me in my mission to recruit young men and women into our workforce of the future.

Six months ago, President Clinton announced my goal to reach a million kids and talk to them about careers in transportation. With our private sector partners, we have reached 250,000.

I call it the Garrett A. Morgan Technology and Transportation Futures Program, after the inventor of the traffic signal, whose goal was to make our streets safer. He was the son of slaves, who had less education than a middle school youth of today, but he prevailed.

We have reached out to our youth. We have had conversations with our children, telling them about what we do, firing them up about constructing highways, building cars, and landing airplanes. We have started mentoring programs in many schools. We have wired schools for the Internet.

On Thursday, I will have a roundtable with our partners, to ask: where do we go from here? I hope whatever direction we take, you will be with us, developing the workforce that will help the President build bridges of the 21st century.

Thank you, and remember: the best days for our country's transportation system are yet to come.

# # # #

RS -- School bus safety video --10/29/97
draft 1 -- (by Scott) 3 minutes

Hello, and welcome to this year's safety conference.
I regret I cannot be there with you today.

But moving our children safely to and from school is so very important ... that I wanted to take a moment and tell you what we are doing here in Washington.

As a parent of a pre-schooler, I want to be sure that when Bridgete is ready to ride the bus that she will be safe.

No parent would want less.

And that is our philosophy at the Department of Transportation.

Safety is our North Star.

And to put teeth into what we say, President Clinton is asking Congress to increase investments in safety programs by 30 percent.

This increase is to be part of a broader, six-year highway and transit bill that Congress is now considering.

We call it the ISTEA reauthorization . . . . and I hope Congress will pass it this fall or early next year.

#

As you know, school buses are the safest form of ground transportation.

But we can always do better.

So this year we decided to put an end to the use of vans to transporting children.

We are now aggressively enforcing the law that bars car dealers from selling vans to schools.

What's more, we have determined that pre-schoolers who ride the bus are safest if secured in child safety seats.

We will be working with you to put this change into effect.

#

Finally . . . I am delighted to announce . . . that working with the Department of Health and Human Services ... we will soon issue rules that

will tell Head Start programs how to safely transport their children.

#

I am very proud of our record . . . and the excellent relationship we have with you.

I look forward to continue working with you to keep our school buses safe.

Thank you.

- 30 -

2.40

News:

U.S. Department of
Transportation

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

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

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

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

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

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

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

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

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

- more -

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

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

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

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

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

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

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

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

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

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

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

Thank you.

# # # #

RS
African American
Future Educators
by Ilene 97/10/29
2 minutes

Hello to everyone ... and especially to those from my hometown of Marianna.

When President Clinton was Governor, he improved the education system of Arkansas.

We can be proud that as President, he is doing the same for the nation.

He has made college more affordable -- for all, including you.

Let me say, he would be proud ... so proud ... to see Arkansas' finest African-Americans preparing to go to college.

I know today you will be encouraged to pursue careers in education.

But if some of you dream about designing cars ... or building highways ... or flying airplanes ... let me say: I'd go for that.

Pause

Today, I want you to have fun.

You know, the show Jeopardy, where they give you the answer ... and you have to figure out the question.

I know the answer to one of your quiz bowl questions.

The answer is me -- Rodney Slater.

You will still need to think up the question ... I won't give you all the clues!

But as you do I hope you think about how as African-Americans, you, too, can become Transportation

Secretary ... or a
teacher ... or the
President.

Here's my advice.

Always remember
these words: Good,
better, best.
I will not rest.
Until my good is
better, and my
better is best.

One more time:
Good, better, best.
I will not rest.
Until my good is
better, and my
better is best.

If you keep
thinking about
good, better, best
-- you will do very
well in life.

Thanks, and have
fun.

2.33

News:

U.S. Department of Transportation

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
THE GARRETT MORGAN ROUNDTABLE
OCTOBER 30, 1997
WASHINGTON, D.C.

We have done very well since setting up the Garrett A. Morgan Technology and Transportation Futures Program.

Six months ago, in Philadelphia, President Clinton announced the program at his public service summit. He was joined by all the former U.S. presidents and Mrs. Reagan, Vice President Gore, Cabinet members, and a host of corporate executives.

And the President pledged to work to reach millions of young people by the year 2000. He pledged to mentor them, to coach them, to tutor them so they would be ready for the careers of the 21st century. Careers that will require a good education with marketable skills. Careers that will require a level of math and science training like never before.

I pledged to reach a million youth through our program. And the Department of Defense pledged to reach a million, too.

Some asked me: Rodney, are you sure you know what you're doing? A million is very ambitious.

I said: Sure I do. You have to think big to do big.

And we have done well.

We have adopted over 250 schools, and the number is rising rapidly.

I am delighted to announce that this will allow us to reach over 250,000 students. That means we are a quarter of the way there. And with our new Garrett Morgan website on the internet, we expect to help thousands of teachers, students, and parents.

- more -

And we are working hard to increase the number of Department of Transportation volunteers.

Let me just say, these are key people who deserve a lot of credit for giving of themselves. They touch our students directly.

They are the ones who will help our young people get the skills and desire to be pilots, or truck drivers, or railroad engineers. They are the ones, who will make sure there will be good people to build highways; or to work in auto plants; or to build airplanes; or to serve our country in the Coast Guard.

DOT employees are going back to school, literally, to learn about what they can do to make a difference; and to get students jazzed up about education and a future in transportation.

But clearly, we cannot do it alone. And we are not doing it alone. We are blessed by having so many good partners pitching in.

BP America and SAIC are donating software and computers to schools across the country. Southwest Airlines has a new adopt-a-pilot program designed to reach several thousand students.

The AFL-CIO's building trades are sponsoring career days in Cleveland. Boeing not only supports local school programs, but promotes lifetime learning among its workers. The Propeller Club is working with us to get kids interested in maritime careers. And in Prince George's County -- just outside of Washington -- they are working with the Department of Labor on a school-to-career program.

I am especially excited about what we are doing in Prince George's County, because for the first time, it brings together transportation employers and educators under one roof.

And Michael Starnes, Chairman of the U.S. Chamber of Commerce, knows better than anyone that this is key to getting workers with good skills.

Last night I was with President Clinton at the State Dinner for China's President Jiang. Much of the talk was about the economic relationship between our two great nations. And that means jobs and opportunity for America.

So, I believe it is very symbolic that Boeing Chairman Phil Conduit is with us today. Boeing is a global company, the biggest aircraft maker in the world. And later this morning, he will be signing $3 billion worth of aircraft sales to China, which will support thousands of U.S. jobs.

Our future is tied to the global economy. Much of our growth in the past few years is the result of expanding foreign trade, which supports millions of high-paying, high-skill jobs.

But to continue to achieve this kind of success, Boeing and other American businesses need more skilled workers to make the planes, cars, computers and other products and services that are so popular overseas.

So today I have a new challenge.

We have done well with the Garrett Morgan program. The infant has grown very quickly into a teenager. But now it is time for the teenager to leave home.

It is time to put our partners in the driver's seat. We want you to become more active players.

The Department of Transportation will continue to play a major role. And we will work closely with the Education and Labor Departments to coordinate and expand our efforts.

But to reach a million youth by 2000, we must have more involvement by the business community and by educators.

This is what I want to focus on at today's roundtable. I want each of you to think of one new way to grow this valuable program; one new way to reach our children; one new way to show them that transportation is about more than concrete, asphalt and steel.

We must show them that transportation is about people and opportunity and a good future. We must show them that the best is yet to come.

Thank you very much.

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2.34

News:

U.S. Department of Transportation

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
U.S. COAST GUARD FOUNDATION DINNER
OCTOBER 30, 1997
NEW YORK, NEW YORK

Clearly, our award recipients from Florida, from Texas, and those who helped on the TWA Mission Response team are true heroes. It is an honor to be among those to whom honor is due.

Let me say, this is my first Foundation Dinner, but unfortunately it will be Admiral Kramek's last here in New York as Commandant. But I know he will be back as a participant.

I have spent many hours with him -- we went to the Coast Guard Academy in the spring; to Puerto Rico and Haiti; to Barbados with President Clinton.

What impresses me is those who serve him not only respect him as their leader, but admire him for his caring heart, and because of the goodness of his own self.

He has put excellence center stage, and has made certain Coasties have the resources and the environment to do their job.

As a result, today, they save 5,000 lives a year and $4 billion in property. Today, we have safer ships and cleaner oceans. And our Coasties fight the war President Clinton has asked them to fight, every day in every way to keep drugs from entering this country. Let me say, the President knows this year has been a very successful one on the drug front, and he will be talking more about this.

Last evening, I had the high honor to attend the State Dinner for Chinese President Jiang in the East Room of the White House. In his toast, President Clinton spoke of how the relationship between our countries began in the 1700s -- at sea.

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This morning, I hosted a group of business men and women, to talk about another traditional American value, that also goes back to the beginning of this country: volunteering.

We have a goal at the Department of Transportation to reach a million youth. We go into schools and teach our children about careers in transportation. We mentor them, we help them with their skills, we encourage them, we believe in them.

There is nothing more special than when a Coastie, in that beautiful uniform, goes into a school, to help a child sort out in his own mind what kind of person he wants to be.

I mention these American values -- the love of sea, and the goodness of service (knowing that we can never fulfill our ambitions until we help our brothers and sisters to fulfill theirs) for a reason.

It is these two values that, gratefully, have brought all of you here.

It is your love for the men and women who guard the sea, that you so generously give of your resources and time.

Time and again you have developed programs and projects addressing the education, morale, and welfare of the Coasties.

I have been around many organizations, and long enough to know that nothing like this could ever happen, without deep admiration.

You do not have to do what you do. But you do it anyway because you respect the people and the mission of the Coast Guard. And I can tell you -- it is appreciated back.

Let me end, by telling you, I once visited the home of Alex Haley, the enlistee who started as a mess boy. And on his cargo ship plying the Pacific, he stumbled onto the long road that took him to the writing of "Roots." And I read the great epitaph that Mr. Haley carved on his gravestone: Find the Good and Praise It.

Thank you for letting me find your good on this night, and the good of our honorees, and allowing me to praise all of you.

Thank you.

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TALKING POINTS FOR SECRETARY RODNEY E. SLATER
MEETING WITH AFRICAN NATIONS AMBASSADORS RE: SAFE SKIES FOR AFRICA PRESS ANNOUNCEMENT
OCTOBER 30, 1998
WASHINGTON, D.C.

I. The interagency working group composed of members from the Department of Transportation, the U.S. Departments of State, Justice, and Defense, the U.S. Trade and Development Administration, and the U.S. Agency for International Development convened to select participants for the Safe Skies Initiative from among those countries which have indicated an interest. The following nations will be asked to participate in the Initiative: Angola, Cameroon, Cape Verde, Cote d'Ivoire, Kenya, Mali, Tanzania, and Zimbabwe.

II. The objective of the Safe Skies Initiative for Africa is sustainable improvements in aviation safety, security and efficiency for the whole continent, not just the countries involved in this Initiative.

III. The selection of participants was a function of several clusters of criteria. However, the key criteria for future activities will be the political-level commitment of the countries to achieving sustainable improvements in aviation safety, security and efficiency.

IV. The working group has made every effort to balance the regional needs of the continent. It is important that the expertise gained by the countries participating in the Initiative be shared with their neighbors and regional counterparts. As you probably realize, some of the selectees are members of ASECNA, East African Cooperation, SADC, and other regional organizations. One of our goals is to work with and through these regional organizations to share information and expertise gained under the Initiative.

V. I wish to make an important observation. As part of this Administration's engagement in Africa, the Department of Transportation is diligently working to improve all of the transportation infrastructure on the continent B railway systems, roadways, ports, inland waterways, coastal safety and security B as well as aviation. This Initiative is a small part of a much greater whole.

VI. For example, our Federal Highway Administration has assisted in establishment of Technology Transfer Centers in three countries on the continent, and more are on the way; our Administrator of the Federal Transit Administration plans a trade mission to the continent early next year. He will travel with staff from other U.S. Government agencies such as Commerce, representatives of private industry and professional organizations. This is a very small example of the many activities this Department is engaged in on the continent B and the list is growing.

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2.37

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
SAFE SKIES FOR AFRICA PRESS CONFERENCE
OCTOBER 30, 1998
WASHINGTON, D.C.

This spring, I had the privilege of accompanying President Clinton on the first extended visit to the African continent by a sitting U.S. President. It was, as he said, a trip long overdue.

I was inspired by the new face of Africa -- and by the President's vision of the new possibilities emerging from Africa's renaissance of democracy and economic reform. The President believes that this movement toward democracy and prosperity in Africa are strongly linked. When he spoke to the people of Accra, during our visit to Ghana, he said "From Kampala to Cape Town, from Dakar to Dar-Es-Salaam, Africans are being stirred by new hopes for peace and prosperity."

Yet, as the President also observed in Accra, "Democracy has not yet gained a permanent foothold" in Africa. That's why he extended America's hand, offering a new partnership between the people of America and the people of Africa to help nurture both democracy and prosperity.

As part of that commitment, the President announced his "Safe Skies for Africa" initiative on April 1st, during our stop in Dakar, Senegal. Safe air travel and secure airports are prerequisites for Africa's integration into the global economy for increasing trade, attracting investment, growing a tourism industry and weaving together a modern society.

I should emphasize that the Department of Transportation is vigilantly working, through its various modal administrations, to improve all of the transportation infrastructure on the continent -- railway systems, roads, ports, inland waterways, coastal safety and security -- and not just aviation.

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For example, the Federal Highway Administration is working directly with individual sub-Saharan countries and with SADC on highway-related issues. The Federal Transit Administration, supported by the National Transit Institute and University Transportation Centers, is developing training and education resources tailored to the needs of African countries. The National Highway Traffic Safety Administration is currently meeting with the World Bank and others to facilitate the NHTSA's leadership role in road safety in Africa.

Today I am pleased to announce the next step in fulfilling the President's vision for Safe Skies for Africa by inviting eight countries from sub-Saharan Africa to participate in the Initiative. The first eight countries are Angola, Cameroon, Cape Verde, Cote d' Ivoire, Kenya, Mali, Tanzania, and Zimbabwe. We will work in close partnership with these countries to achieve sustainable improvements in aviation safety, security and efficiency.

At a minimum, it is our intention that Safe Skies participants meet applicable international safety oversight standards, by achieving what is known as "Category 1 status." I should note that three countries in sub-Saharan Africa-South Africa, Ghana and Ethiopia-already meet these standards.

We made every effort to balance the regional needs of the continent in selecting these eight nations. Our hope is that participating countries will share the expertise they gain with their neighbors. Several candidates are members of regional organizations, such as ASECNA, COMESA, and SADC. One of our goals is to work with these regional organizations to share information and expertise gained under the initiative.

America, as well as Africa, will benefit from African economic development. With nearly 700 million people, sub-Saharan Africa represents one of the world's largest potential markets; 100,000 American jobs already depend on African trade. However, our trade with Africa is only 1 percent of all U.S. trade today-and only 7 percent of Africa's imports are American. So there is clearly room for growth. Safe Skies is only one of our aviation initiatives in Africa. We are also exploring the possibility of more liberalized aviation regimes-known as "open skies" arrangements-with Kenya, Tanzania, Uganda, Rwanda, Ghana. The Gambia, Burkina Faso and Senegal.

The President's Africa Initiative has also stimulated new interest in air service links between Africa and the United States. This month Polar Air Cargo inaugurated service between New York and South Africa, Zimbabwe and Kenya, becoming the first U.S. airline in some time to serve the sub-Sahara with its own

aircraft. Ethiopian Airlines began service between Addis and Washington last June, and recently added Newark to its schedule. New code sharing services are also increasing travel options between the U.S. and Africa. Today I am pleased to announce that we are approving an expansion of the Northwest-Kenya code share to include additional African destinations.

America has a profound and pragmatic stake in Africa's success. As the President has said, we have an economic stake because we-like Africa-need strong partners to build prosperity. We have a strategic stake because of 21st century threats to our common security, such as international terrorism, international crime and drug trafficking, the proliferation of weapons of mass destruction, the spread of deadly disease and the degradation of our common environment. These perils do not stop at any nation's borders.

Simply put, America wants a strong Africa; America needs a strong Africa. And we are determined to work with our partners to build a strong Africa. Today we take a significant step to fulfill that commitment.

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RS -- Amtrak press conference -- 10/31/97
draft 1 -- (By Scott) -- 6.5 minutes
(THE SECRETARY DID NOT DELIVER REMARKS)

Thank you, and thank you all for coming.

As you know, Amtrak and one of it unions, the Brotherhood of Maintenance of Way Employes (BMWE), have been locked in contract negotiations for some weeks. I sat in on many of the bargaining sessions, so I know how hard both sides were trying to reach an agreement. We pulled our share of all-nighters.

But all through it, despite missing two deadlines, they kept the trains running. The negotiations never went off track. There was no shutdown in service. No strike. Not a single commuter missed the train.

I commend both Amtrak and BMWE for avoiding a crushing strike that would harmed the regional and national economies, and inconvenienced hundreds of thousands of riders and commuters.

So today, I am delighted to be joined by my friends from Amtrak and BMWE in announcing that we are now all on board. We have an agreement.

The settlement package includes a 3 percent wage increase each year, during the three-year life of the contract. In addition, workers will receive cost-of-living adjustments, retroactively, to cover the two years Amtrak and BMWE have been negotiating.

The package also includes a number of cost controls, about $4 million worth. Also, a new committee comprised of Amtrak management and union officials will be formed to find additional savings through productivity enhancements and work-rule changes.

All told, these measures will save Amtrak $10 million over the next three years, while helping pay for the wage increases.

The agreement will not require any appropriations by Congress beyond those already under consideration. So it stays within the balanced budget agreement and the framework to make Amtrak self-supporting.

This agreement is innovative.

It forges a new partnership that will enhance Amtrak productivity and produce real savings. And it makes labor a full member of the team, giving them a stake in the system by allowing workers to share the savings.

This is vitally important if, as planned, Amtrak's operating subsidy is to end by 2002. And it clearly says labor and management are both committed to preserving and improving this key part of America's transportation system.

President Clinton took an active early role in these negotiations when he appointing a Presidential Emergency Board to review the dispute and make recommendations. Some 90 percent of those recommendations are included in this wage agreement.

So on behalf of President Clinton, I commend all of you who had a part in achieving this settlement ... Amtrak management ... BMWE ... and Congress ... for a job well done.

And I believe the America public, especially Amtrak's customers, would want to thank you for settling your differences while keeping the trains running.

Thank you. # # # #